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British Columbia Magazine

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JULY 1912

NEW WESTMINSTER
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MONEY-MAD FISHING
An article dealing with the methods which threaten to make the "sockeye" salmon extinct in the Fraser River.

CHEAP MONEY FOR FARMERS
Some suggestions toward a system of placing more of our land under cultivation and building up agriculture in this province.

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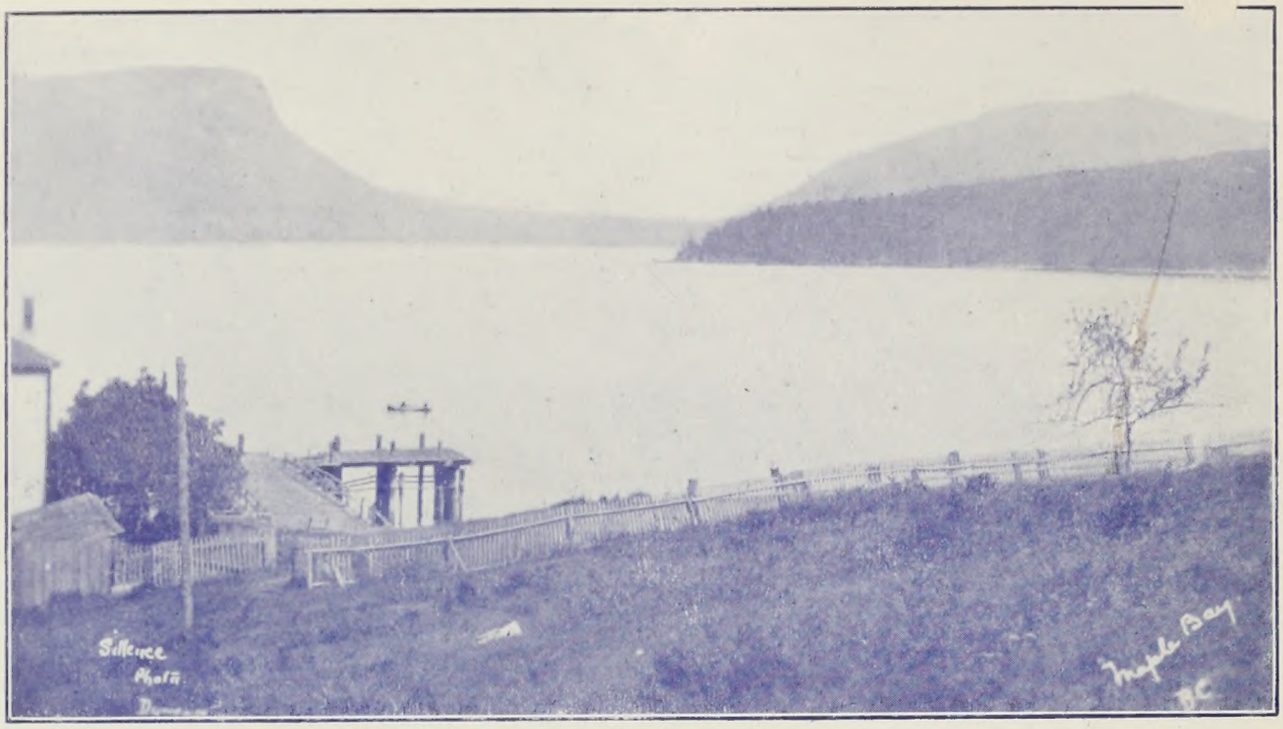
PLATEAU AND VALLEY LAND (Northern British Columbia)

A CANADIAN NAVY FOR THE PACIFIC COAST



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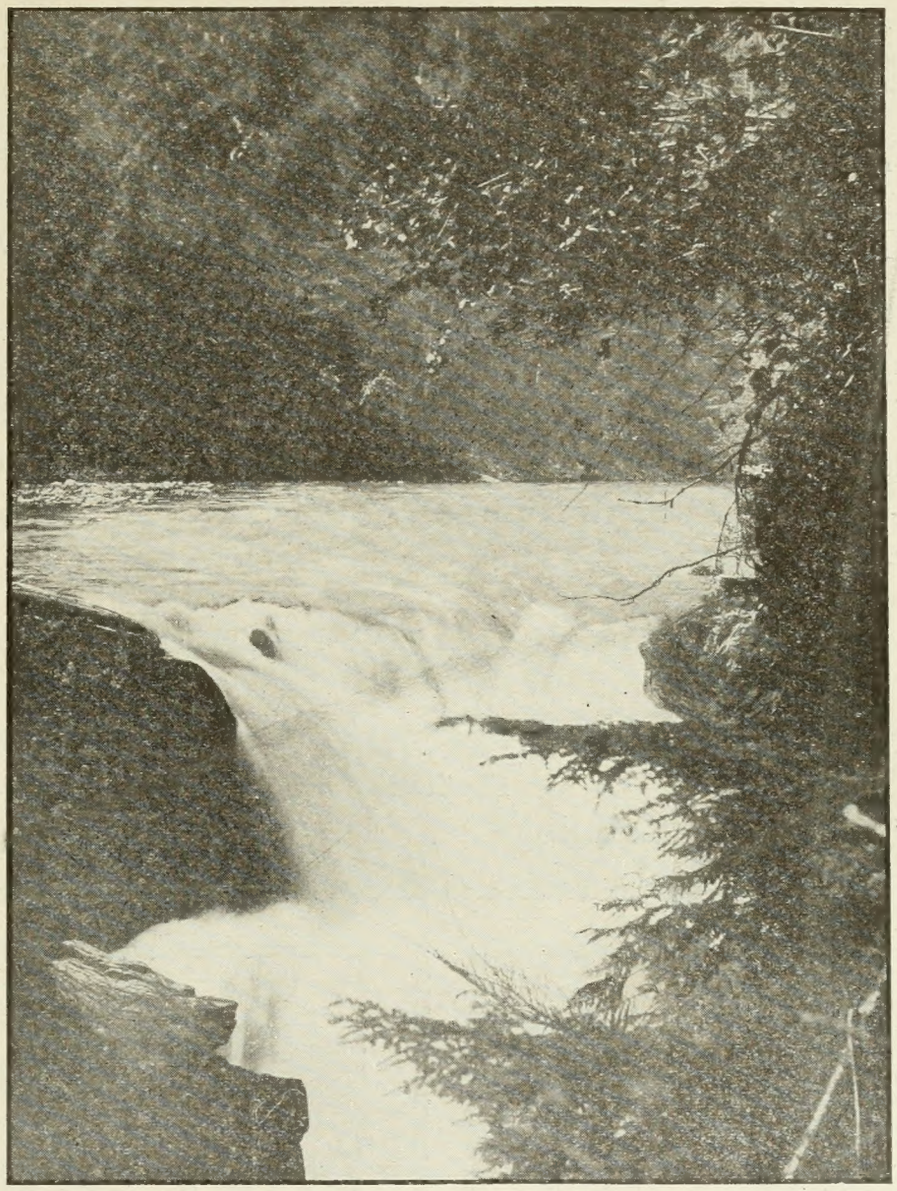

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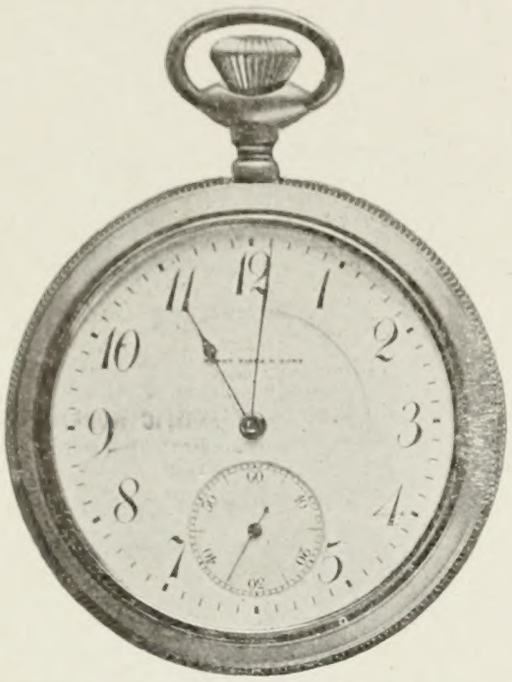

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THE BRITISH COLUMBIA MAGAZINE

FRANK BUFFINGTON VROOMAN
EDITOR

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Offices: 711 Seymour Street VANCOUVER, B. C.

¶ The Editor will always be pleased to consider articles and photographs dealing with British Columbia. Stamps must be enclosed for the return of MSS. and photos in case of their not being accepted. Poetry will not be paid for. Business communications must be addressed to the Manager

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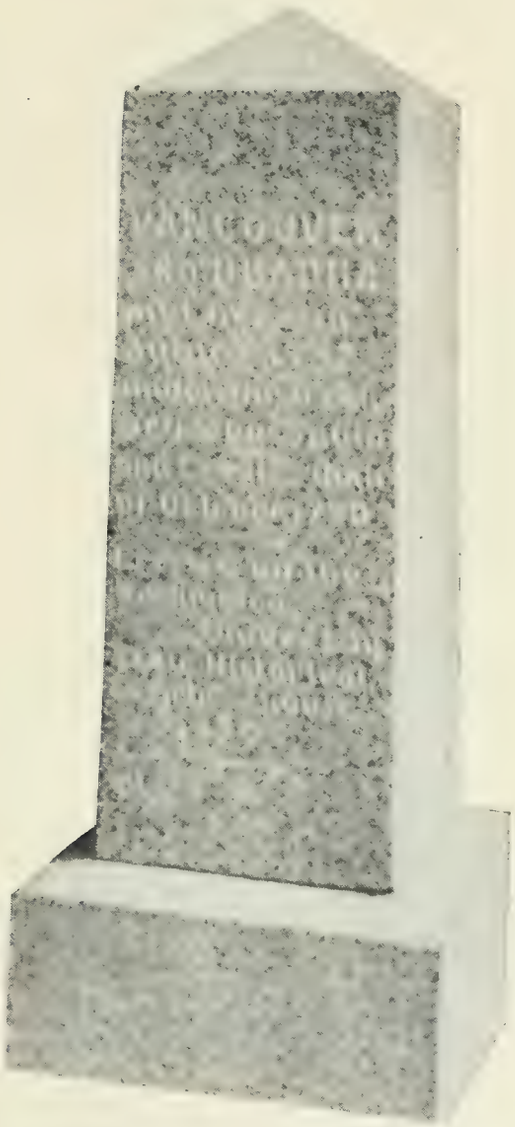
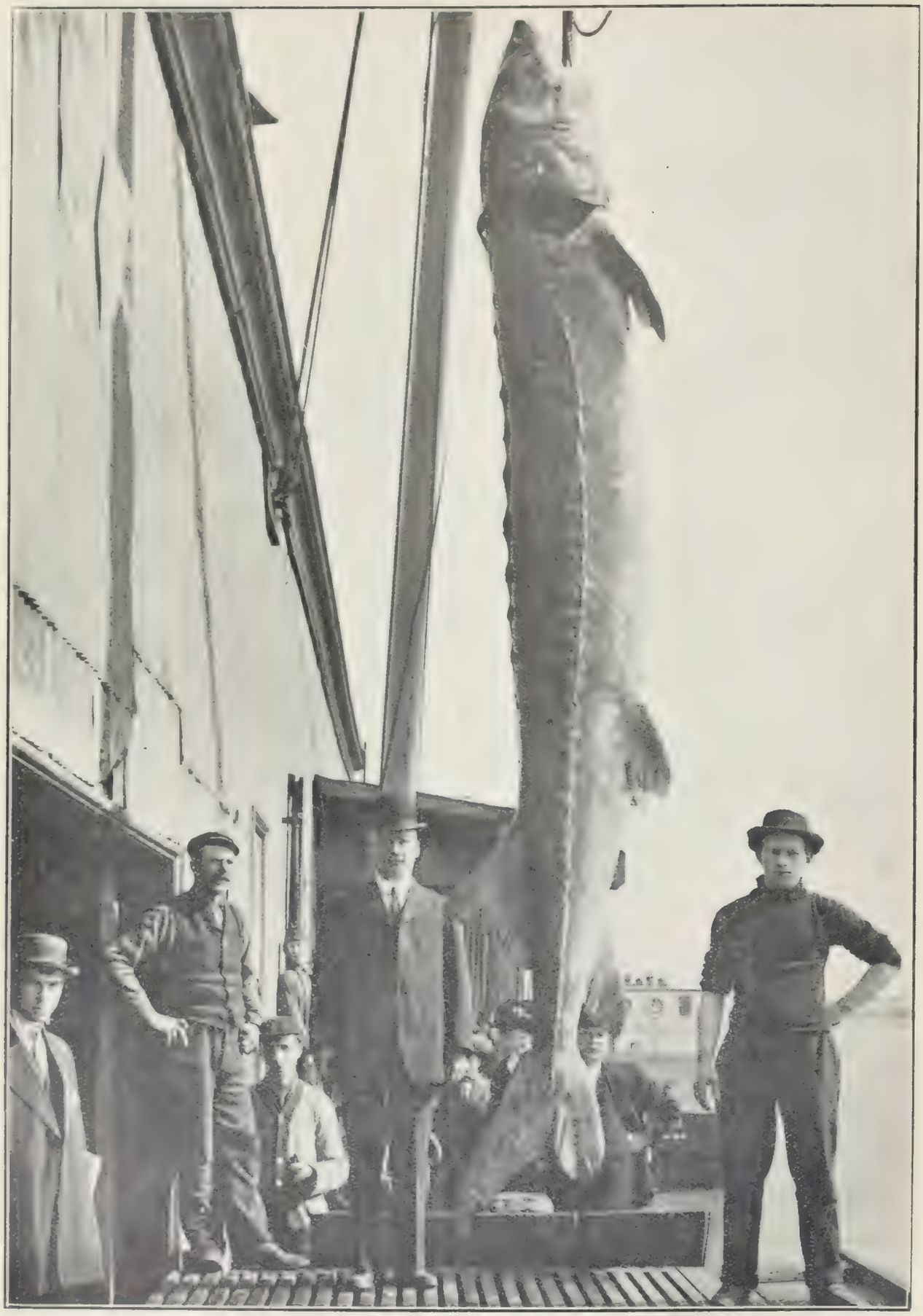


THE NOOTKA MONUMENT. IT BEARS THE FOLLOWING INSCRIPTION: "VANCOUVER AND QUADRA MET HERE IN AUGUST, 1792, UNDER THE TREATY BETWEEN SPAIN AND GREAT BRITAIN OF OCTOBER, 1790. ERECTED BY THE WASHINGTON UNIVERSITY STATE HISTORICAL SOCIETY, AUGUST, 1903."

(*See Article on "Nootka"*)

Getting Scarce



A sturgeon caught recently in the Fraser River near New Westminster. This specimen was 13 feet 6 inches long and weighed 905 pounds. The head alone weighed 188 pounds. It was a female and had just spawned. Formerly sturgeon were very plentiful in the Fraser and in the lakes which flow into it, but owing to lack of protection this valuable species is now getting scarce. (See "Money-mad Fishing)

BRITISH COLUMBIA MAGAZINE

Vol. VIII JULY, 1912 No. 7

Nootka

A STRATEGIC POINT ON VANCOUVER ISLAND

By Henry Schuster

THE history of British Columbia may be said to have begun at Nootka, which was the first spot on the Pacific coast of Canada to be occupied by a white man. The historical associations of Nootka have often formed the subject of articles in the pages of the *British Columbia Magazine*.

It is our purpose in this article to deal with Nootka from the point of view of the future rather than of the past.

Before we deal with the possibilities that Nootka has as a coming commercial centre we will give a brief outline of the events that made Nootka famous in early days.

In 1786, one hundred and twenty-six years ago, John Meares, a retired lieutenant of the British navy, made a voyage from China to Alaska. In 1788 he arrived at Nootka and bought a tract of land from the Indians at Friendly Cove for which he paid *two pistols*. He built a house, raised some breastworks and mounted a small cannon. This was the first act of occupation on the northwest coast of America. Meares laid the keel and built the first vessel on the Pacific coast north of the Spanish ports in California and Mexico.

He was apparently not too nice in his ideas of honor, as he carried two flags and was willing to hoist either the British flag or the Portuguese flag as it suited his purpose. In other words, Meares had in him the makings of a pirate.

Owing to the treatment Meares received from the Spaniards, who came up from Mexico and objected to his presence, he filed a claim with the British parliament for $650,000 damages. His representations led to immediate action being taken against Spain by England. England assembled the greatest fleet of ships seen since the Armada and was on the point of proceeding to war. However, peaceful counsels prevailed, and Captain Vancouver was sent to meet Quadra, the Spanish representative, at Nootka to adjust the trouble on the spot. A granite obelisk marks the spot where they met. The story of this meeting and the further development of the British Columbian coast will be found in Professor Meany's book, "Vancouver's Discovery of Puget Sound" (Macmillan).

In those days Nootka was the busiest port on the Pacific coast, and there are several excellent geographical and commercial reasons why it should once more become an important business centre.

The situation of Nootka is shown on the accompanying map. Friendly Cove is the original Nootka, although another spot has had the name applied to it owing to the

FRIENDLY COVE, NOOTKA SOUND, FROM A SKETCH MADE BY H. HUMPHRIES, ONE OF CAPTAIN VANCOUVER'S STAFF

The little house on the right is where Meares settled 126 years ago and where he built the first ship on the northwest coast. We publish this for comparison with the photograph of Friendly Cove which was taken recently. On the site formerly occupied by Meares' house a Roman Catholic church now stands. The original engraving forms one of the illustrations to Captain Vancouver's journal.

indifference of the authorities at Ottawa. When a marble quarry was started in the neighborhood some time ago a post office was established to serve the camp. This was called Nootka post office, although, as we have already pointed out, this name belongs by right to Friendly Cove. We have placed the name in its proper place on our map.

The following facts lead us to believe that Nootka has a future as a port. The entrance to Nootka Sound was declared by the late Captain Townsend (a mariner who navigated on the west coast for fifteen years) to be the best north of San Francisco. It is wide, deep, and free from rocks and other obstructions.

LOOKING OVER THE TOWNSITE OF UCONA, AT THE MOUTH OF THE GOLD RIVER. THE WATER IN THE DISTANCE IS MUCHALAT INLET

The fact that the old sailing ships made it a favorite port is strong evidence of its desirability as a harbor. Sailing vessels which require plenty of sea room can enter and leave the sound without the assistance of a tug. In these days of steamships the sound is an ideal harbor.

Nootka is the centre of a very rich country. There are approximately five billion feet of as fine timber as can be found in British Columbia, in Nootka district. Vancouver Island all the way up to the north point is covered with the finest timber in Canada. Some of the sections average 80,000 feet per acre. The provision of transportation by means of the projected railways marked on the map will open up this great timber district. Sir William Mackenzie, of the C. N. R., has held a large tract of timber in this district for many years. The natural outlet for this timber is Nootka Sound.

Four marble leases have been granted in this district. On two of them over $150,000 have been spent on development work. A large deposit of iron ore of excellent quality has been located near Head Bay.

Coal has been located at three points, namely, north and south of Nootka Island and on the island itself.

American fishing schooners have abundantly proved the excellence of Nootka's

COMPARE THIS PHOTOGRAPH OF FRIENDLY COVE, OR NOOTKA, WITH THE SKETCH ON OPPOSITE PAGE. THIS PICTURE WAS TAKEN RECENTLY AND SHOWS NOOTKA AS IT IS TODAY. THE HOUSE ON THE RIGHT IS THE CATHOLIC CHURCH, WHICH STANDS ON THE SITE UPON WHICH MEARES BUILT HIS FIRST HOUSE. THE ISLAND IN THE FOREGROUND WAS FORTIFIED BY THE SPANIARDS. UPON THE TOP OF THE ISLAND STANDS THE NOOTKA MONUMENT, MARKING THE SPOT ON WHICH VANCOUVER AND QUADRA MET IN 1792. THE MONUMENT IS NOT VERY PLAIN IN THE PHOTOGRAPH. THE DOME-LIKE BUILDING IS A LIGHTHOUSE.

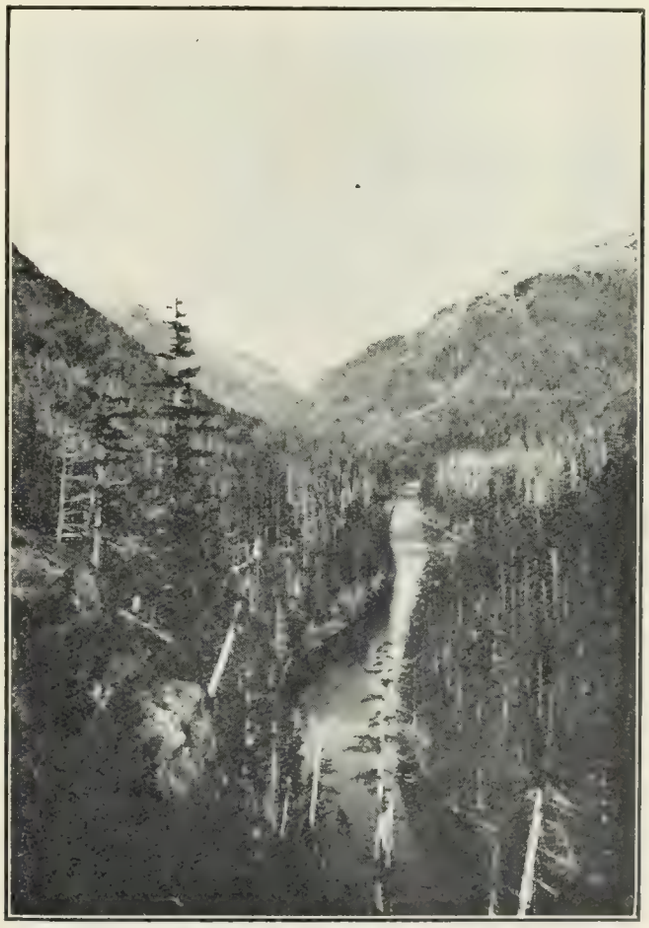
fisheries, both outside and *inside* the three-mile limit.

Between Nootka and Estevan Point, as well as on Nootka Island, there are thousands of acres of land suitable for agricultural purposes.

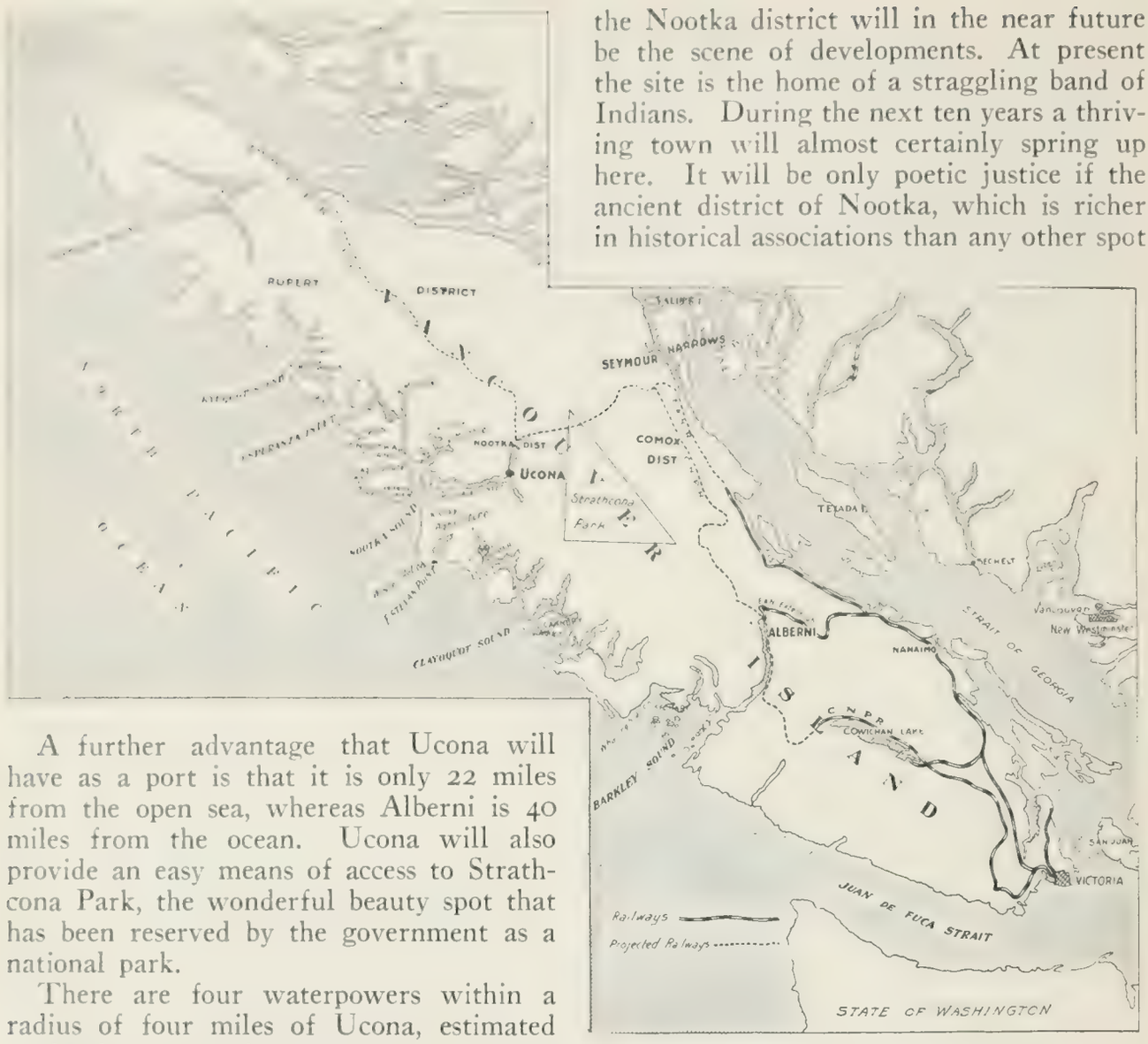
In addition to these advantages in the immediate vicinity of Nootka there are other sources of wealth close to its borders which will bring business to any port established on the sound. These places are marked on our map.

At present Nootka is not very easily accessible. A boat makes a call at Clayoquot Sound once a week, but only calls twice a month at Nootka. In the winter this service is cut down to one call a month.

The filed survey of the projected line of the C. P. R. is marked on the map. It will be seen that it approaches Nootka very closely. In fact, at a certain point it is only eight miles from the mouth of the Gold River at the head of the part of the sound called Muchalat Inlet. It is safe to say that when the C. P. R. line is built, and the Canadian Northern comes through the same country, as they propose to do, the eight miles of railway to Gold River will be built also. At the mouth of the Gold River is a townsite called Ucona, which has many natural advantages. There is a proposal to bridge the Seymour Narrows. When this connection with the mainland is made Ucona will be found to possess advantages as a port that cannot be long overlooked. It is only 42 miles from the Seymour Narrows, and in building across the island between these two points (Ucona and the Narrows) the highest elevation of the divide is only 770 feet as compared with the 1,400 feet that has to be crossed on the divide between Nanaimo and Alberni. Ucona will have an obvious advantage in the eyes of the railway men, who always look for the minimum grade.



LOOKING UP GOLD RIVER. FROM THE MOUTH OF THIS RIVER TO THE FILED SURVEY OF THE C. P. R. IS EIGHT MILES. IT WILL BE AN EASY TASK TO BRING A RAILWAY DOWN THIS VALLEY



A further advantage that Ucona will have as a port is that it is only 22 miles from the open sea, whereas Alberni is 40 miles from the ocean. Ucona will also provide an easy means of access to Strathcona Park, the wonderful beauty spot that has been reserved by the government as a national park.

There are four waterpowers within a radius of four miles of Ucona, estimated to develop 12,000 horsepower.

Taking all these facts into consideration it is not too much to say that Ucona and the Nootka district will in the near future be the scene of developments. At present the site is the home of a straggling band of Indians. During the next ten years a thriving town will almost certainly spring up here. It will be only poetic justice if the ancient district of Nootka, which is richer in historical associations than any other spot in British Columbia, becomes a busy centre of modern times.

LOOKING UP MUCHALAT INLET TOWARDS THE TOWNSITE OF UCONA AT THE MOUTH OF GOLD RIVER. THIS FINE, SHELTERED CHANNEL IS NAVIGABLE BY THE LARGEST STEAMERS

From Vancouver's official journal:

"On reaching its entrance (Nootka Sound) we were visited by a Spanish officer, who brought a pilot to conduct the vessel to anchorage in Friendly Cove, where we found riding his Catholic Majesty's brig *Active,* bearing the broad pendant of Senor Don Juan Francisco de la Bodega y Quadra, commandant of the marine establishment of St. Blas and California. . . . As Senor Quadra resided on shore I sent Mr. Puget to acquaint him with our arrival, and to say that I would salute the Spanish flag, if he would return an equal number of guns. We saluted with thirteen guns, which were returned, and on my going ashore we had the honor of being received with the greatest cordiality from the commandant, who informed me he would return our visit next morning."

Plateau and Valley Lands in British Columbia

FIVE years ago the North Pacific coast was unknown land, except for the fleeting glance of a gold-hungry traveller to the Yukon, and still less known was the interior of the central portion of British Columbia.

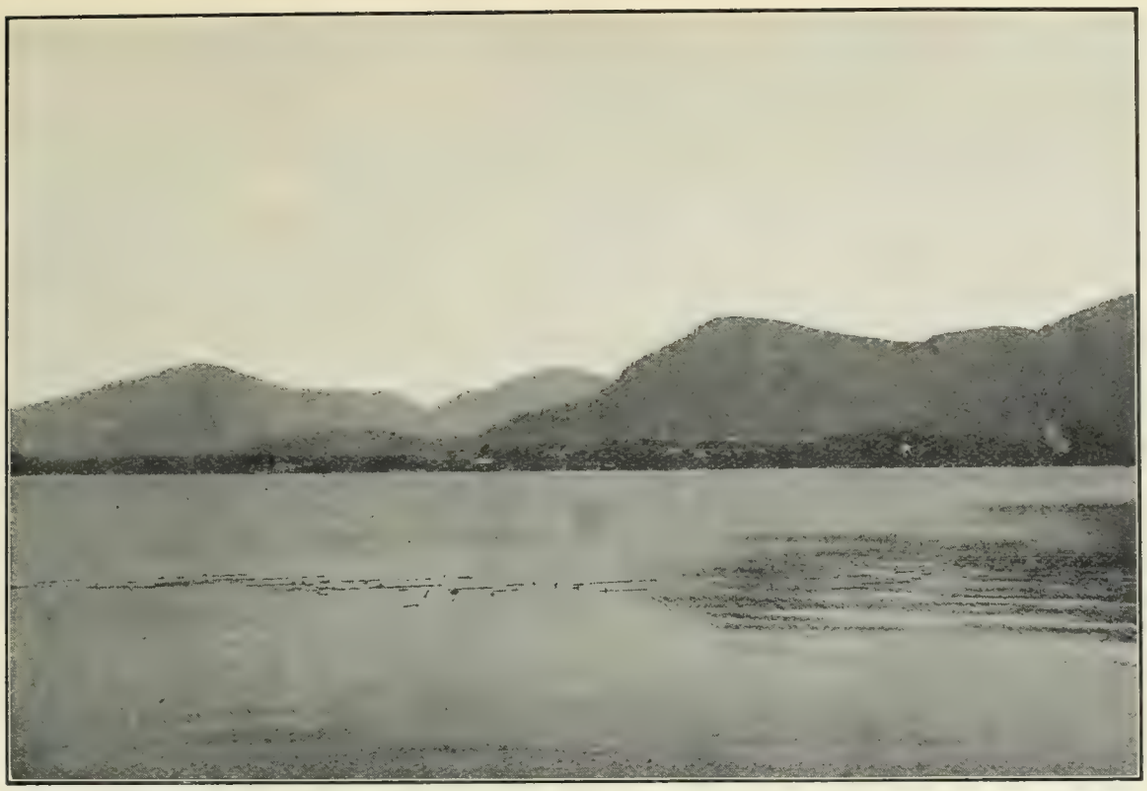
Since the Grand Trunk Pacific Railway surveys, however, were pushed through, and the vast areas of the very richest soil, with splendid climatic conditions, were revealed to the explorers, the prospects for a very large traffic through the settlement of this territory would seem alone to justify the construction of this line now rapidly nearing completion. Land-seekers and mineral and timber prospectors are flocking in, and they add their tribute of praise for the marvelous possibilities of the country through the development of its agriculture and other natural and diversified economic resources.

Nor are these promising areas to be remote from markets. On the contrary, the exploitation of the resources of the country will make a considerable market in itself. Prince Rupert—the west coast terminus of the Grand Trunk Pacific, which had a population of nearly 5,000 people during the first year of its existence—is a substantially-built city, and will eventually have a very large population, with the rapidly-growing cities of the north coast dependent upon the supplies of the interior for their economic consumption; with Alaska and the Yukon markets two days nearer Prince Rupert than any other port; with a like saving in time to the Orient; and in 1915, when the Panama Canal is finished, the cereal products of the Central Interior will be nearer Europe in means of transportation than the Prairie Provinces of Western Canada.

The warm Japan current, which flows north until it strikes the Alaskan coast, then flows south along the coast of British Columbia, gradually cooling off until it is a cold current off the coast of Oregon, exercises a moderating influence on the climate, especially over the central interior of the province, through which the Grand Trunk Pacific passes. Warm winds penetrate the deep inlets and follow the low passes at their heads, to spread over the plateau between the Coast and Rocky Mountain ranges, there being no intermediate mountains, as there are further south; and the moisture-laden breezes from the ocean are therefore not prevented from exercising their beneficent purpose of giving sufficient but not too much rain to insure crops under natural conditions, irrigation being unnecessary. So, whether the Central Interior of British Columbia is peculiarly favored as the most fortunate of countries in the ideal conditions sought by the agriculturist, dairyman, fruit-grower, or the man who desires most for the least expenditure of labor or capital. The long summer days of eighteen hours' sunlight, the extreme fertility of the soil, and the temperate, well-balanced climate insure quick growth and maturing of crops, with consequent elimination of danger of crop failure, which is more or less common to less-favored sections of the North American Continent.

The settlers established in the Central Interior are substantially all pre-emptors, and who have located for the most part during the past four years. In the Central Interior the entries of pre-emptors since the survey of the Grand Trunk Pacific have been: 1907, 214; 1908, 579; 1909, 653; 1910, about 900. As this constituted practically the first settlement in the country, and estimating the number of persons in each family as three, the total population of this great fertile area is probably 7,500 people, so that settlement has just begun. There can be no question of the immense opportunities still awaiting the settler, with or without much money, who will pre-empt, and while awaiting means of rail transportation—which are now assured in-

NATIVE HAY LANDS, BULKLEY RANCH, BULKLEY VALLEY. BABINE MOUNTAINS IN DISTANCE



NORTHERN BRITISH COLUMBIA IS WELL SUPPLIED WITH EXTENSIVE LAKES

side of two years for the most remote sections of the territory to be served—get land under cultivation and reap a rich profit from the market afforded by the influx of prospectors, settlers and the army of railway constructors.

Of the land available for purchase from the Government of British Columbia in the same districts, the following certificates of purchase have been made: 1907, 442; 1908, 873; 1909, 2132. This land is specially selected, certificates as a rule covering 640 acres, the maximum amount allowed, and may be purchased from present owners at prices varying from about $6.50 to $35.00 per acre, according to quality and location, or the varying confidence of the owners as to its value.

The latest authentic records for the Bulkley Valley were made at Aldermere for the winter of 1907-8. The coldest day was 12° below zero, and on seven other days only throughout the winter the register showed below zero. Although more severe winters have been experienced, the lowest recorded temperature was 38° below zero on Feb. 3, 1907, while two weeks later it was 50° above zero; all reports indicating that the cold is never steady, and when extremely cold the atmosphere is clear, dry and still. The climate in the Ootsa and Francois Lake districts is generally milder in winter. The Fraser Lake and Nechaco River districts have a similar climate to that of the Bulkley above referred to.

In summer the days are warm and the nights cool, conditions being very similar to those prevailing over the wheat-growing provinces of Western Canada.

No definite records have been kept of the annual precipitation in Central British Columbia along the route of the Grand Trunk Pacific, but over the enormous area of fertile lands there is no necessity for irrigation or even careful intense cultivation, as the precipitation is always sufficient to insure requisite growth and maturity. Where the rainfall is lightest in early summer, in the Nechaco district, the dews are very heavy, falling practically every night in density equal to light rains.

Summer frosts are not frequent, and owing to the warmth of the soil on the rare occasions when they have been experienced, apparently they do no crop damage. As the land comes under cultivation, naturally any danger from summer frosts should disappear.

The great length of the days in midsummer—from twenty to twenty-one hours—and frequent, sufficient rains with abundant sunshine in the growing months, mean safe, quick and early maturing of crops of excellent quality throughout Central British Columbia along the Grand Trunk Pacific route.

SOUTH FORT GEORGE. OLD FORT GEORGE AND FRASER RIVER, WITH BANKS OF NECHACO RIVER BEYOND, WHERE THE RAILWAY ROUTE WILL BE, AND THE PROBABLE SITE OF STATION AND TOWN

TRAIL AND TYPICAL COUNTRY, FRASER LAKE, NECHACO RIVER DISTRICT. NOTE LUXURIANT GROWTH OF NATIVE GRASSES

SOME FINE DAIRY STOCK IN NORTHERN BRITISH COLUMBIA

There is at least as much land along the route of the Grand Trunk Pacific in British Columbia as in all the remainder of the province combined.

The Central Interior of British Columbia to be served by the Grand Trunk Pacific is not valley land, but a wide plateau between the hills; the elevation in two hundred miles does not vary 400 feet.

There are a very large number of preemptions available in the neighborhood of Tete Jaune Cache and along the Fraser River on the route of the Grand Trunk Pacific. While much of this is covered with small timber, it will, when cleared, be suitable for mixed farming and dairying. None of this land is on a greater elevation than Calgary, the heart of the wheat belt of Alberta, and much of the land towards Fort George and along the Nechaco River is not much more than half that elevation.

In the growing season ample but not too much rainfall is assured over the Central Interior of British Columbia along the route of the Grand Trunk Pacific, there being no intervening range of mountains, as further south, to stop the moisture-laden breezes of the Pacific. In consequence the native grasses attain a thick growth of from five to six feet, making this territory the finest mixed farming and dairying country in America.

The Nechaco Valley in much of the area from about fifty miles west of Fort George to Fraser, Francois and Ootsa Lakes is covered with a light growth of small poplars and conifers, easily removed, and has many open spaces all eminently suited for mixed farming, dairying and fruit growing, owing to the even, temperate climate and richness of the soil. Cattle and horses graze out all winter.

In the Bulkley Valley the country is generally open, or nearly so, and is a continuous belt of extremely fertile land some fifteen to twenty miles wide, extending from Burns Lake to Morricetown, a distance of approximately eighty miles, the elevation above sea level being from 1,350 feet at Morricetown to 2,300 feet, the highest point at South Bulkley. At the latter point ranches have been in operation

NATURAL HAY LAND, ENDAKO RIVER (FRASER LAKE)

BULKLEY RIVER, LOOKING TOWARDS FRANCOIS LAKE

for some years with marked success in cereal and vegetable crops. Hardy fruits will probably do well, as the conditions are parallel with those existing where the finest apples and plums are produced.

Irrigation is entirely unnecessary in the section of Central British Columbia along the route of the Grand Trunk Pacific, and in consequence the quality of cereals, vegetables and the hardy fruits is superior to like crops grown under artificial conditions. The rainfall is ample, but in no case excessive. Numerous spring-fed streams, with an unusually abundant growth of pea-vine and red-top grasses, furnish ideal conditions for stock raising and dairying.

The settler who desires spring-fed trout streams, beautiful lakes teeming with salmon and all varieties of trout in his vicinity, and his farm set in a park-like country of entrancing beauty, cannot get away from such conditions anywhere along the route of the Grand Trunk Pacific in British Columbia.

Nature provided perfectly for the content and prosperity of the settler in Central British Columbia along the route of the Grand Trunk Pacific. A rich black or chocolate loam from three to six feet and more deep proclaims the fertility of the soil. Splendid climatic conditions, with long summer days of over twenty hours' light in the growing season, maturing crops in record time, and the tempering breeze from the snow-capped distant mountains, insure comfort. The winters are much shorter than in the prairie provinces of Canada or the Northwestern States, and not nearly as cold.

The Skeena River section of the Grand Trunk Pacific route has much bench-land areas suited to dairying and fruit farming, a ready market for the products being found in Prince Rupert, Alaska, Yukon and Prairie Provinces of Western Canada. The Kitsumkalum and Copper River valleys are sufficiently far inland to escape the extremely moist conditions common to the entire North Pacific Coast, and have demonstrated already their ability to grow all the hardy and more delicate fruits in wonderful yields, size, quality and unrivaled flavor. Land which can now be pre-empted in these valleys practically free will be worth from $50 to $200 an acre within a comparatively short time, as attractive and unlimited markets are available for the products of the entire areas.

Of the products which British Columbia is eminently fitted to raise, the province is forced to purchase the following from outside markets in the average year to meet the home demand:

Butter	$1,179,511.00
Condensed Milk and Cream	165,000.00
Eggs	720,000.00
Cheese	333,342.00
Poultry	1,500,000.00
Meats	2,936,366.00
Fruits and products	800,000.00
Yearly value	$7,634,219.00

Little anxiety need be felt that the home market will not absorb all such products grown in the province for years to come, and that the competition will not be keen nor prices low. Aside from this there is an unlimited market outside the province for any possible surplus; the settler located on the Grand Trunk Pacific having access under favored conditions to the domestic and world's markets.

There is no section of America where the man who will work will find it so easy to make a good living at the same time that he is preparing his lands as in the territory served by the Grand Trunk Pacific and its coast steamship lines in British Columbia. From the eastern border of the province to the Queen Charlotte Islands great activity is taking place in timber manufacture, mining, fisheries and all branches of commercial life, and ample occupation in any of these branches of industry will be found near at hand, no matter where he settles in that territory.

TYPICAL BENCH LANDS ALONG THE SKEENA RIVER, MUCH OF WHICH WILL PRODUCE THE BEST QUALITY AND FINEST FLAVORED FRUITS

OAT FIELDS, MILNE RANCH, NECHACO RIVER, SHOWING TYPICAL COUNTRY

OPEN COUNTRY, NECHACO RIVER DISTRICT

INDIAN RESERVATION, FORT GEORGE, B. C.

AT THE EXTREME WEST (MORRICETOWN) OF THE VAST AREA OF AGRICULTURAL LAND OF THE BULKLEY VALLEY

EAST END BURNS LAKE, BULKLEY VALLEY COUNTRY

TURNIP FIELD, PIONEER RANCH, BULKLEY VALLEY

PRODUCTS OF SETTLER'S KITCHEN GARDEN, FRASER LAKE, AUGUST 15, 1910

CABBAGE FIELD AT ALDERMERE, BULKLEY VALLEY

OAT FIELD AND VEGETABLES, SHOWING TYPICAL NECHACO RIVER COUNTRY

OAT FIELD AT FRASER LAKE

OATS AND PEA-VINE NEAR BULKLEY LAKE

Old Enough to be Married

The Prince of Wales is now eighteen years old, and according to custom in royal circles, is entitled to a separate establishment. Our photograph shows him on duty as a midshipman of H.M.S. Hindustan. It is rumored that his presence in Paris caused such a fluttering of hearts that during the remainder of his stay in France he will retire to the country estate of the Marquis de Breuteuil. After the successful advertisement provided by the Gaby Deslys-King Manuel scandal, it is perhaps just as well that temptation should not be placed in the way of the enterprising press agent of any designing star of the French stage. Truly a prince has to walk as delicately as Agag.

New Westminster

COMPILED FROM FACTS SUPPLIED BY THE BOARD OF TRADE AND PROGESS ASSOCIATION

THE City of New Westminster has been dealt with many times in the pages of the *British Columbia Magazine*. The most recent mention we made of the Royal City was in an appreciation of Mayor J. A. Lee.

On that occasion we recorded the fact that owing to his public spirit and devotion to civic affairs, New Westminster had awakened from a prolonged period of lethargy and stagnation, and was reaching out for the business of the rich Fraser Valley. A passing mention was made of the possibilities of the city as a Pacific port. No word was given us regarding the harbor plans which were then taking definite shape. Believing in the wisdom of keeping his mouth shut until he had something to talk about, the mayor kept the secret of the magnificent scheme which he has recently submitted for the approval of the citizens, until the plans and estimates were complete and removed from the realms of mere speculation. On June 23, New Westminster leaped into the public eye in a manner in which it had never done before.

By the aid of the maps and photographs which illustrate this article the reader will understand how valuable and far-reaching a factor the harbor scheme plays in the future of New Westminster. The following is a brief outline of the scheme as announced by Mayor Lee:

Where Annacis channel now exists, between the island of that name and Lulu Island, a basin four miles long will be dredged. The upper end of the channel will be filled in, and the result will be a body of quiescent water capable of docking the entire shipping of the North Pacific Coast at the present time.

As it affects the city proper, the plans provide for an unbroken deep waterfront from Fraser Mills to the city limits on the North Arm, including the straightening and deepening of the latter, in the course of which Poplar Island will be swept out of existence.

This will be done to a harbor line which will be fixed by the harbor commission, to be appointed by the Dominion Government, and will involve some filling as well as dredging.

When completed as provided for by the plans, the basin will have a row of piers on the north side projecting a distance of six hundred feet, and of a width and distance apart as may be required by the concerns using them.

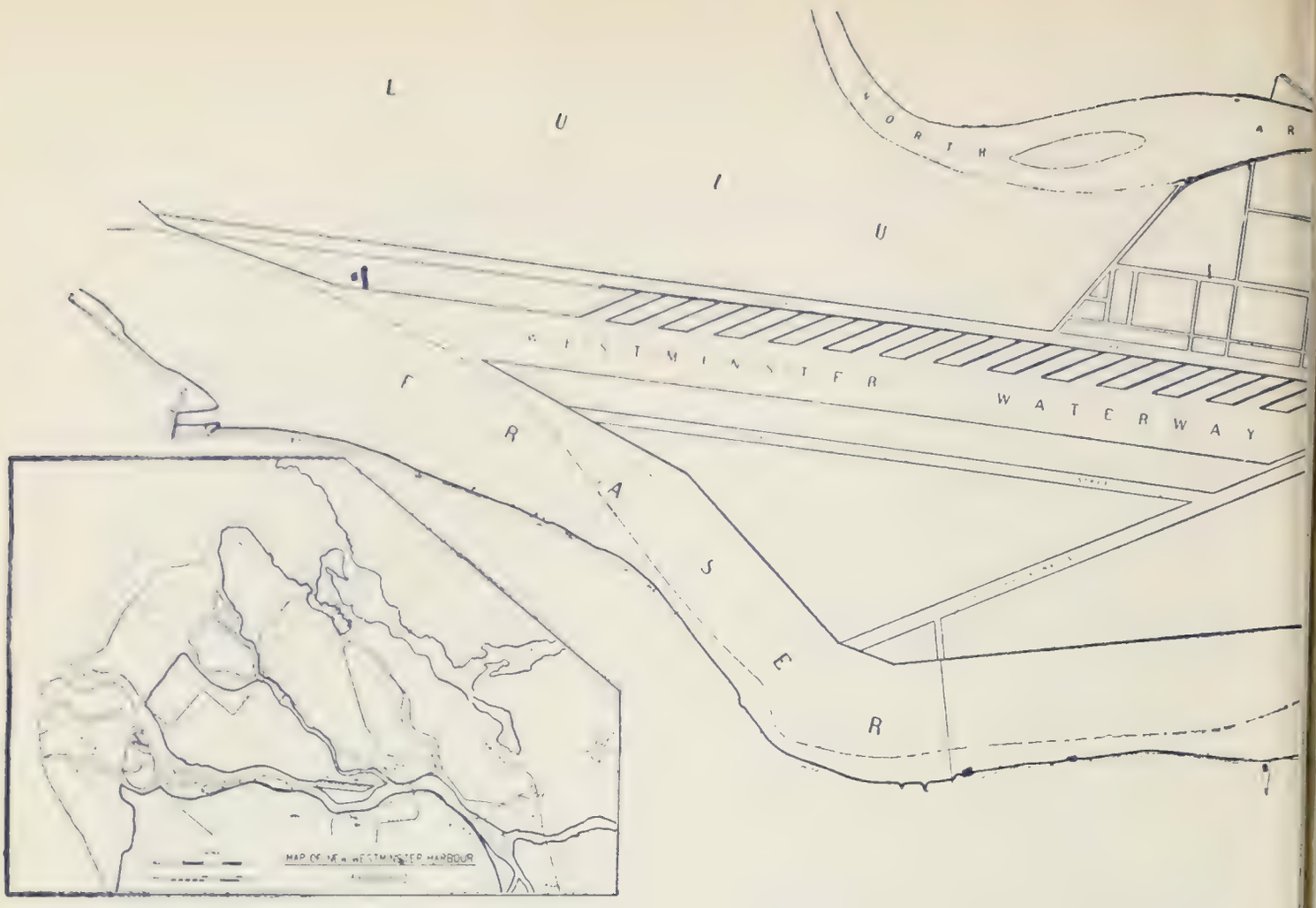
On the south side there will be an unbroken line of quay wall, the distance between this and the pier heads being a thousand feet. It is suggested that to commence with, this basin be dredged only two hundred and fifty feet wide, with a turning basin at the upper end, and one or two piers; but this is a matter which will rest with the harbor commission.

Annacis Island is owned by an English syndicate, who are under agreement with the city to deed them all the land necessary to the scheme, thus placing New Westminster in a position to give the harbor commission the power to control the harbor.

To Mayor Lee is due the credit of having the foresight to recognize the opportunities presented at the Royal City's door. Recently he went to Ottawa and Montreal and it is now known that the subject of paramount importance which took him thither was to try to make New Westminster the great port to handle the vast trade which must come via the Panama Canal.

Millions of dollars will be spent on the tremendous project. Not only will the Federal and Provincial Governments provide financial and moral support, but money will be supplied by British capitalists.

It is expected that the Fraser River, with its fresh-water advantages, will soon have along its banks many new industries, for facilities will be provided for disposing of land on a fair basis. Real estate speculation will, in this instance, be obliterated by the desire to provide locations for industries



This plan should be studied in connection with the photographs. It illustrates the manner Westminster by a bridge over the North Arm of the Fraser River. The

which will build up New Westminster and vicinity.

The docks will come under the supervision of a harbor commission, similar to that in Montreal, which port has grown rapidly ever since the Government lent its assistance. The Provincial Government has already decided to build a bridge connecting the city of New Westminster with Annacis Island, which extends along the banks of the Fraser on the eastern extremity of Lulu Island, a quarter of a mile from New Westminster business centre.

Annacis Island forms the strategic point of the whole gigantic enterprise.

The island is the property of the Canbricol Corporation of London, England. The chairman of the company is Mr. Henry J. Humm, and others on the board of directors are Sir Edward Strachey, Bart., of Messrs. Sperling & Co., London, and Mr. Henry Pearce, of Messrs. Pearce, Carlin & Co., Victoria.

The object of the company is to provide sites for manufacturers. There is no desire to make immediate gain, for the corporation has already told the New Westminster authorities that it will combine in the general scheme for the development of the harbor and assist in making it one of the greatest on the globe.

Further than that it has stated that millions will be secured for such development. Everything will be conducted on a huge scale.

The scheme, according to the plans prepared, shows that a quay will be built in front of the downtown section of the city in a straight line parallel with the course of the river. The quay is to commence several hundred yards up-river from the Westminster bridge. It will extend to a point opposite the Lulu Island "top end," and a bridge will cross the North Arm here connecting the city proper with Annacis Island. It is in this waterway that the big dockage facilities will be located.

Annacis channel forms the basis of the new scheme. Between Annacis Island and Lulu Island a basin four miles long will be dredged. The basin will have a row of piers on the north side. On the south side there will be an unbroken line of quay wall,

New Westminster, British Columbia

in which Annacis Island will be linked up with Lulu Island and joined to the city of New proposed docks will be accessible to all the railways coming into the city.

the distance between this and the pier heads being a thousand feet.

At the mouth of the basin there will be a reserved area for shipbuilding purposes and into and from here it is expected the biggest boats to trade the coast will come and go.

Provision will be made for the running of railways to the docks. Front Street will be widened to 192 feet and through this thoroughfare will run the trains of all the Canadian transcontinental systems. From the west end of Front Street the tracks will be carried across the bridge to Annacis Island, and from there the tracks will branch out on either side of the basin.

The Great Northern, it is said, will enter the city on a new route according to negotiations now proceeding. This line will cross to Annacis Island by a bridge over City Reach, thence to the city by the same route by which the Canadian Northern Railway will leave it, rejoining their present lines at the bridge.

This plan will also offer facilities for entrance of the Chicago, Milwaukee and Puget Sound and the Harriman lines, which have already announced their intention of capturing business at New Westminster.

Since the plan has been made public a money bylaw, calling for half a million dollars, has been submitted to the citizens and carried by a large majority. This money is to be used in commencing the work on the scheme.

Of course, it is obvious that the mere building of a harbor is not sufficient of itself to make any city a great port. A scheme of this kind must be backed up by every substantial consideration of commercial and agricultural possibilities and railroad transportation. New Westminster has these assets as a brief outline will show, even to a man from Missouri.

In the first place the city is the commercial centre of a rich agricultural district of nearly 5,000,000 acres. It is the only Canadian fresh-water harbor on the Pacific Coast.

The Dominion Government have plans for the improvement of the Fraser River, and in May last the announcement was made that the contract had been let for the first of a series of jetties to be constructed

Westminster Trust Building

New Westminster's waterfront. The city owns its own waterfront and the sum of $500,000 water averages about 40 feet in depth

Annacis Island

Site of New Westminster's port for the Panama Canal trade. (See plan) Annacis Island according to the plan, by a causeway. It is proposed to build a new railway and the west end industrial district lie north of Lulu Island. The Canadian city to the left of the photograph

Carnegie Library

Court

The business section as seen from the roof of the opera house. The building with the lawn, on the right is the new eight-storey building of the Westminster Trust nearing flows the Fraser river, navigable by the biggest ships and spanned side of the water is the

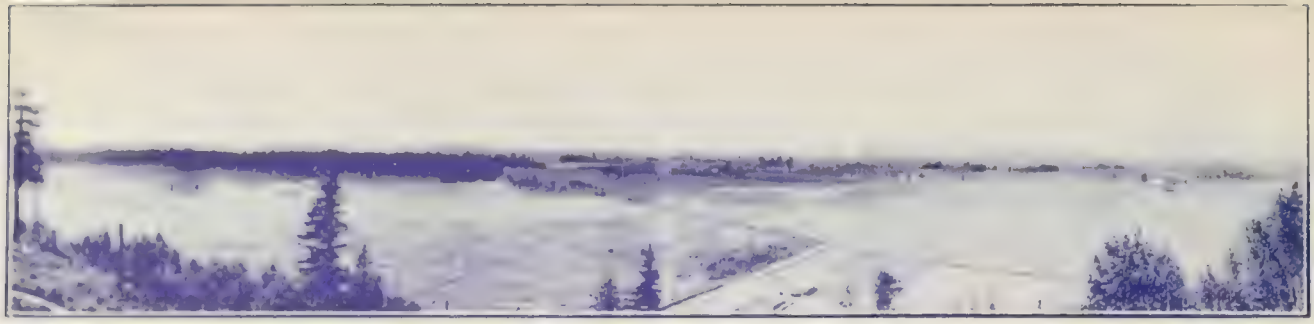
has been voted by the ratepayers to build a continuous quay nearly one mile in length. The
along the whole of the distance.

Lulu Island North Arm

lies in the middle of the main channel south of Lulu Island, to which it will be joined,
bridge from the mainland to the eastern point of Lulu Island. The North Arm
Pacific Railway and the British Columbia Electric Railway come into the
along the waterfront.

House Westminster Trust Building

in the foreground, is the public library. The court house is in the middle of the picture, and
completion. On the hill to the left is the Central School. At the foot of the slope
by the million-dollar steel railway and road bridge. On the other
fertile district of Surrey.



AT THE BACK OF NEW WESTMINSTER. MATSQUI PRAIRIE, ONE OF THE RICHEST SECTIONS OF THE FERTILE FRASER VALLEY. A WEEKLY MARKET AT NEW WESTMINSTER TAKES CARE OF THE AGRICULTURAL PRODUCT FROM ALL THE VALLEY FARMS, SEVENTY MILES OF ELECTRIC RAILWAY FORMING THE CONNECTING LINK

on either side of the river. This is carrying out the Le Baron scheme, which, when completed, will have entailed the expenditure of several millions of dollars, and will provide a channel from the mouth of the river to Westminster which will accommodate the largest sea-going vessels.

Last year, really, may be styled the year of the awakening. Nearly two million dollars was spent in building. The first skyscraper is now under construction. While the plans for this building were originally for six storeys, the owners realized the city's advancement, and before the steel frame was completed, decided to change the plans and erect an eight-storey building. Plans are now out for two more skyscrapers, and many smaller buildings are being erected. Despite the fact that hundreds of houses were built last year, there is not a house to rent in the city, and a number of apartment houses are being erected. Office room and stores are at a premium, pending the completion of a number of buildings now under construction.

Within a few miles of the city is situated the largest mill in the world, employing nearly a thousand hands. The B. C. E. R. have completed a carline to this mill and an hourly service is already in operation. A carline is also nearly completed to Lulu Island, and a new line is under construction through the city.

INDUSTRIES

First and foremost, New Westminster is an industrial centre. In the seventy-odd industries located within her boundaries she has a solid foundation to her prosperity, and that foundation is all the more solid in that is infinitely varied. These industries, in fact, are of more than forty different kinds and include such diverse businesses as milk preserving and whiskey distilling, smoke houses and boiler works, a cheese factory and a tannery. These manufactories give employment to all kinds of skilled labor and attract the very best residents to the city.

Sawmills and salmon canneries can perhaps be called the two most important industries of the city. Of the latter there are thirty-nine in the city and its immediate neighborhood, while there are four large sawmills and several other smaller ones located there. Besides these there are planing mills, box factories, sash and door factories, and a wood-pipe factory. Another important industry is the car shops of the B. C. E. R. Company. These already employ about 130 men and the company has just purchased an additional three acres for $123,000, on which it plans to establish its central shops, where it will employ about 350 more men and build, if possible, all the cars it requires for its continually extending service.

Another large branch of industries established in New Westminster is that of machinery and metal works of different

ONE OF NEW WESTMINSTER'S COMFORTABLE HOMES
DR. ROTHWELL'S HOUSE

A TANNERY AT NEW WESTMINSTER WHICH HANDLES ONE HUNDRED HIDES A DAY. MOST OF THE LEATHER IS DISPOSED OF IN THE PROVINCE, BUT THE EASTERN MARKET IS ALSO SUPPLIED

kinds. A large machine works has been operating in the city for many years, giving employment to about one hundred men. These have recently been bought by a Vancouver millionaire, who plans to extend the business so as to employ 500 men in all. Diesel oil engines will be a most important output of these works. Additions are also being made this year to the plants of the iron and boiler works and nearly every industry is experiencing an era of expansion.

While these old concerns are being increased on so large a scale, many new industries are entering the city, and a new manufacturing centre is rapidly springing up in Sapperton, as the east end of the town is called. The distilleries and breweries there have been established in that section for many years, but within the last few months a large match factory capable of turning out a carload of matches a day has located there, as also a big abattoir, a brass works, and a huge paper mill with a daily output of fourteen tons of rough and building paper. The condensed milk factory and chocolate factory are also new concerns.

To give an idea of the number of industries remaining, a list will have to suffice. This will include brick making and bottling works, cigar and soda water manufactories, flour, oatmeal and grist mills, large cold storage plants, wire and nail factory, boiler works, ironworks, can factories, a tannery, shipyards, rice mill and many others of a smaller nature too numerous to mention. It is, then, on such firm foundation that New Westminster bases her prosperity and her splendid financial position today. Her residents are employed in actually supplying the needs of the community and not in merely transferring real estate or promoting companies to develop the mines of the interior.

The harbor scheme, and the Dominion Government plans for the improvement of the river, will be completed, it is hoped, about the same time the Panama Canal is completed; and the benefits that will then accrue are difficult to estimate. It is known, however, that it is much cheaper to ship Alberta and Saskatchewan wheat by rail and boat via the Panama Canal than shipping via Port Arthur or Fort William. It is also known that it is beneficial to sea-going vessels to put up in a fresh-water harbor, and for these reasons it is expected that a number of grain elevators will be built on the banks of the Fraser River during the next few years.

For over 700 miles the river collects the waters of many large rivers, expanding to upwards of three-quarters of a mile in width opposite the city where it is crossed by a magnificent steel bridge which cost $1,000,000 to build. The water here is over seventy feet in depth and the city wharves have from forty feet upwards available at all tides. Throughout its

THE WESTMINSTER TRUST BUILDING, UNDER CONSTRUCTION ON THE MAIN STREET OF NEW WESTMINSTER

length and for some sixty miles eastward beyond the city bounds, the river traverses a country of the richest agricultural characteristics.

Climate is always an important feature for the consideration not only of the new settler, but of the business man as well, and especially of those interested in producing the food supplies of the nation. Here in this favored spot are none of the destructive tornadoes of the south; none of the electric storms that traverse other regions; and the river is open to navigation all the year round. The industries operating on its banks—amongst them the largest lumber mill in the world—are not compelled to shut down by the freezing of the river, nor is the agriculturist unable to work his land by reason of the frost gripping the soil two or three feet deep. Work of every sort, building, manufacturing, shipping, commerce, is exempt from the set-backs experienced in almost all other portions of the Dominion during the winter months.

Rain falls heavily in November and again in February or March, whilst at all other periods of the year there is sufficient moisture for all agricultural purposes; and like the south of England and France the generous sunshine and balmy ozone-laden atmosphere tend to healthy growth, richness of flavor and beauty of appearance in both large and small fruits of almost every description. Everywhere are seen park-like stretches where sleek cattle and horses browse, rich fields of grain and hayfields waving in the soft breezes, whilst the farms and residences scattered throughout the valley over the municipalities of Delta, Richmond, Surrey, Langley, Sumas and Chilliwack on the south of the Fraser, as well as in Kent, Mission, Maple Ridge and Coquitlam on the north bank, show prosperity everywhere.

The growth of New Westminster city is best shown by the following figures of its population which in 1891 was 6,678. In 1908 (seventeen years) it was 12,198, whilst during the last three years it has increased to about 18,000. Electric railway transportation is another proof of advancing progress, and the fact that the B. C. Electric Railway, which in 1906 operated only sixty-nine miles of line has quadrupled this during five years, and that another great electric corporation—the Western Canada Power Company—has established itself with a system second only to that at Niagara Falls, proves conclusively that Westminster district is steadily progressing.

The city itself covers about six square miles and its assessment which in 1904 was only $4,779,000, had increased to $11,739,000 in 1911 when, although the taxation was normal as compared with other cities, it was decided by the civic authorities to exempt improvements on property and tax the land only. The total land values taxable in 1912 amount to $13,945,960 with improvements (not taxable) estimated to reach $10,000,000. The city's assets exceed its liabilities, including the bonded indebtedness, by $644,000, an almost unparalleled position in Canada today.

An awakening of the people to the great future of the city inspired the civic authorities to increased efforts at expansion and the visitor of three years ago would hardly recognize the town of those days in the magnificent city which is being developed with startling rapidity. The streets are being improved in every direction. A network of sewers of approved types has been constructed; new stores and business streets have been developed; financial institutions find it necessary to increase their branches; trade and industries are expanding in every direction and the recent passage of seven

bylaws for $1,190,000 by large majorities enables the city council to erect a municipal gas plant with forty miles of gas mains, a hospital to cost $200,000, harbor works for half a million, and other public utilities, whilst also expending a quarter million more on sewerage and street improvements.

The following figures supplied by the publicity commissioner, Mr. Stuart-Wade, speak eloquently of a progressive civic policy in the government of New Westminster city and the evidence is that it will become more pronounced this year.

1910—Sewerage work 15.85 miles, and under contract 14.80 miles, of which 23.39 miles was main sewer; cement sidewalks, 23,192 lineal feet, and under contract 6,552 lineal feet. Total contracts, $729,269. Total engineering work, $999,187.

1911—Sewerage work, 46.71 miles, with plans prepared for the West End (main) sewer of 14 miles; and Silverton main, 45 miles; cement sidewalks, 49,648 lineal feet, and wooden sidewalks, 9.96 miles. Cost of engineering works, $632,726. Cost of new watermain (16 miles), $375,962. The water system has been enlarged by 6,250,000 gallons per day, and it is proposed in 1912 to build a new 5,000,000 gallon reservoir and enlarge both those now existing. Water extensions totalled 21.25 miles in 1911.

1912—The value of assets earning income is estimated at $2,361,000; income from a tax rate of 20 mills, $142,931; income from school rate of 5 mills, $47,643; income from electric light, $105,372; income from water, $67,996; income from other sources, $87,762.

In addition to nearly 80 separate industries which have established themselves in the city, New Westminster is the natural outlet for the richest agricultural district in British Columbia—the Fraser valley. The salmon fishing industry, which last year produced $5,000,000 from canned salmon alone, practically has its headquarters here. The following extract from the *Toronto Globe* will give the reader the impressions of an observer who is not biased by local considerations:—

"Connected with Vancouver by three electric lines, giving a fast fifteen-minute service between the two cities, New Westminster is making progress contemporaneously with the larger centre. The land between the two is being taken up rapidly,

ANOTHER HANDSOME AND SUBSTANTIAL RESIDENCE
THE HOME OF MR. HUGH MACDONALD

so that there is today a straggling series of houses all the way along the central radial, with a good many on the other two routes. In a few years the gaps will fill up and there will be one big metropolitan district, even though the cities retain their identity. New Westminster, being located on the high northern bank of the Fraser, offers attractive residential properties.

"According to population the city has a respectable number of industries, the count amounting to seventy-five, and the prospects are bright for additional factories. Of course many of these industries are small, but they are the beginning of greater things. It is announced that a foundry and brass works are to locate in the city, and ground is being cleared for their erection. A local company is putting up a match factory, and a paper mill for the manufacture of cardboard and special papers is nearly completed. New Westminster has already in its vicinity what is claimed to be the largest lumber mill in the world—the Fraser Mill of the Western Canada Lumber Company, employing 1,000 men and having a capacity of 300,000 feet per day of ten hours. Two other mills have recently been built near at hand, one at Sapperton and the other at the end of Lulu Island. There is also in New Westminster extensive machine works, car-building shops and cold storage plants.

"Plans for the improvement of the harbor are now in preparation, and large sums of money will be expended to give the city the best facilities. The wharf of the B. C. Electric Company has been extended to deep water, while the C. P. R. wharf will be

built out this year. The Board of Trade have engaged the services of an expert to report on the improvement of the mouth of the Fraser River, and it is proposed to build 7,000 feet of jetty from Steveston, thereby increasing the navigable depth of the river from 24 feet to 35 feet.

"Another important development in the neighborhood has been the purchase by the B. C. Electric Company of a large acreage on the south shore of the Fraser River, where it is the intention of the company to build yards and car shops, making it the centre of their radial system, which now embraces 190 miles of road. This yard, with the C. P. R. terminus at Coquitlam, six miles distant, and the C. N. R. terminals at Port Mann, one and one-half miles away, bids fair to make New Westminster quite an important point.

"Activity in the city itself is reflected in the erection of three large office buildings, one of which is now nearly completed. The population, which stands at 16,000, is increasing at the rate of 1,000 a year. Nearly a million and a half dollars have been expended during the past two years in street improvements, improved sewage system and electric lighting, while the waterworks system from Coquitlam Lake has been relaid with thirty-inch pipes.

"The real estate situation is entirely satisfactory. There is nothing resembling a boom in the movement of property, sales occurring frequently at steadily advancing prices, both in residential and business lots. A spirit of optimism is prevalent, based on the assured developments in railroad and harbor facilities and the advent of new industries, while the railway works at Coquitlam and Port Mann will be of immediate benefit to the place. Based on all these considerations there would seem to be a considerable margin for improvement in prices in New Westminster property."

In proof of the rapid growth now taking place in the city, it may be said that practically every improvement announced in the above extract has already been completed. The foundry and brass works are actually located, the match factory is built, and the paper mill is in operation. As has been told fully above, the harbor plans are complete and $500,000 will be spent at once on beginning them; the C. P. R. wharf has been built out and the new warehouse is erected, while several thousand feet of the jetty work at the mouth of the river has been built despite difficulties experienced owing to the uncertain nature of the foundations at the Sandheads.

The recent meeting at Calgary of representatives from British Columbia, Alberta, and Saskatchewan, proved beyond doubt that the western wheat grower regards New Westminster as an important point for the outlet of the millions of bushels of wheat which must come west when the Panama Canal is opened. New Westminster today seems to present a field of opportunity that is unrivalled on the Pacific Coast.

BRITISH MANUFACTURERS

In the recent tour of the British manufacturers through Canada New Westminster was not included. Emissaries were accordingly sent forth from the city to meet the touring party and make arrangements whereby they could see something of the attainments and possibilities of the city and district of the Fraser. These were so successful that a section of the party visited New Westminster both coming and going. The party made the circuit of the city in a special B. C. E. R. car. Much admiration was expressed of the growing industrial section and of the lovely residential portion of the city lying up the hill in the neighborhood of Queen's Park.

On the occasion of their second visit some twenty-five manufacturers left Victoria early in order to cross Lulu Island and make the trip up the Fraser from Steveston in a special steamer. This journey showed them something of the wonderful fertility of the Lulu Island and Delta countries and also impressed on their minds the splendid facilities for industrial sites existing on the Fraser's banks. They could examine for themselves the site of the new harbor scheme, and rounding the bend of Annacis Island they admired the splendid position of New Westminster as it climbs the hillside just where the broad river divides into the North Arm and the main channel. Time forbade a long stay, and a fleet of automobiles rushed the party past thriving industries and glorious scenery, past the largest sawmills in the world and the magnificent provincial asylum farm to Westminster Junction, where the special train picked them up to hurry them back over the C. P. R. to the Old Country.

Money-mad Fishing in British Columbia

By Martin Monk, New Westminster, B. C.

Under present circumstances the "sockeye" salmon, our most valuable fish, will become extinct in ten years.

Canneries on the Fraser put up fewer "sockeye" each year, and more of inferior fish which were formerly not considered worth canning.

All the canneries were built originally to can "sockeye." Not half as many canneries are running now as there were some years ago.

The depletion of the "sockeye" run is due to excessive fishing and lack of protection from predatory fish during the spawning season.

The federal government does nothing to protect our salmon on the spawning grounds.

British Columbia needs a Fisheries Board on the spot. Control from Ottawa has proved illogical and ineffective.

EDITOR'S NOTE—The following article has been written specially for us by a gentleman who is acknowledged as one of the foremost authorities on fishing in British Columbia. He has large interests in the fishing industry and his knowledge of conditions is drawn from his daily experience on the Fraser. His picture of the barrier drawn across the path of salmon on their way to the spawning grounds should be sufficient to spur our Boards of Trade and our Members of Parliament to immediate action.

THE Fraser is known all over the world for its salmon. Go where you will in the civilized world and you will find that the legend, "Fraser River Salmon," on a canned salmon label is accepted as the mark of salmon *par excellence*. As a matter of fact the Fraser River "sockeye," with its beautiful red color and rich flavor, cannot be approached by any other salmon in the world for canning purposes, as it retains both color and flavor when canned, whilst other red salmon as a rule lose a great proportion of both in the process of cooking. But, alas! under existing circumstances this beautiful and valuable fish is likely to become extinct, as far as canning is concerned, within the next decade. Every year on the Fraser River the canneries are putting up fewer cans of the "sockeye" and more of inferior grades of fish. On the Fraser last year (1911) there were fifty-eight thousand four hundred and eighty-seven cases of "sockeye" canned, and of other grades two hundred and forty-one thousand eight hundred and forty-seven. The great majority of the latter were "Alaska pink" and "chum" salmon, varieties that were not canned at all a few years ago. At the same time not half the number of canneries are running now that were in operation a few years ago. As a matter of fact all the canneries were built originally for the purpose of canning "sockeye" salmon only, but as

OBTAINING SPAWN FROM A FEMALE "SOCKEYE" AT A FISH HATCHERY

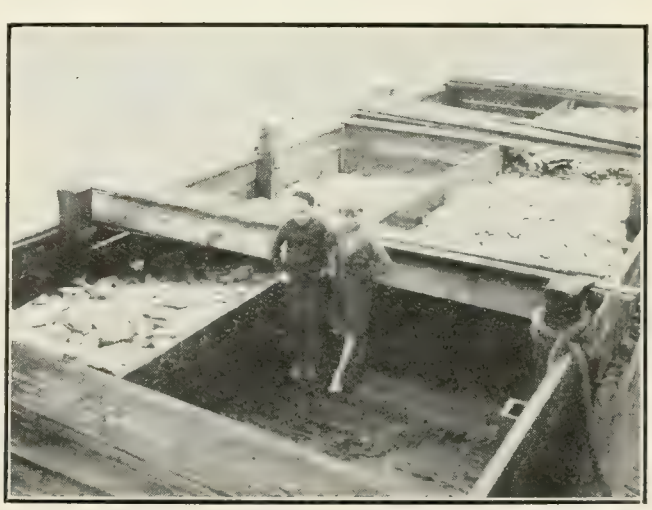
the supply of "sockeyes" has fallen off the canneries have either had to put up other varieties of salmon or close down. At the present time, in three years out of four, there are not enough "sockeyes" to warrant the running of a dozen canneries on the Fraser.

Naturally the question arises: What is the cause of the alarming depletion of the "sockeye" salmon? To account for this there are several factors to be taken into consideration. The first is excessive fishing due to various means adopted to capture the salmon between the time they strike the waters of Puget Sound and the time they reach the spawning grounds. Here they first run the gauntlet of "purse seiners," then they are attacked in Barclay Sound and the Straits of Juan de Fuca, and arrested by hundreds of fish traps, both stationary and floating, on the American side, whilst the fish nets in the Sound and the Gulf of Georgia also take their toll. The mouth of the river is barricaded from Sunday night to Saturday morning with hundreds of nets, varying in length from 900 to 2,000 feet. In the Fraser River itself, from Steveston to Mission, a distance of sixty miles, hundreds of fishermen are lying in wait for the fish with their nets, which in some parts of the river *reach practically from shore to shore,* and in some cases *drag the bottom of the river.* Even when the fish have escaped beyond the fishing limits their troubles are not over, for all along the banks of the river the Indians have set nets at every suitable point where they are allowed to catch salmon for their own sustenance, and incidentally to sell to neighboring ranchers and people in the surrounding villages.

When all these circumstances are taken into consideration it really appears wonderful that any quantity of salmon should ever reach the spawning grounds; yet such is their wonderful ability to dodge their enemies that enough *do* reach the spawning grounds each year to more than keep up the supply *if the ova they deposit were only allowed to hatch out* and the young fry permitted to get back to the sea in safety. The natural enemies of the salmon impose a far heavier toll upon the fish than the traps and nets of human devising, and this natural check upon their multiplication existed even before the Fraser River was discovered by Simon Fraser. The salmon is so prolific that if the eggs were all allowed to hatch out and the young fish to reach the sea in undiminished numbers the ocean would become populated with an immense mass of salmon in a very few years. Thus Nature, which always balances one form of life with another, has created other members of the piscine family which subsist on the spawn and young fry of the salmon. As the schools of spawning salmon reach the Fraser they are followed by hundreds of thousands of sea trout to the spawning grounds, and here, as the female salmon deposits her spawn the trout devour all they can get of it, the male salmon being kept busily engaged in driving the intruders away. When the female salmon is ready to deposit her spawn she seeks a shallow gravelly creek bed, where the male fish attends her and with his long, crooked nose digs a hole in the gravel where the female deposits her eggs. This is where the marauding trout get their opportunity; they surround the female salmon and eat up a good percentage of the eggs. When the eggs are once deposited they are prac-

A PILE OF GLITTERING "SOCKEYE" SALMON, BRITISH COLUMBIA'S MOST VALUABLE FISH, WHICH IS THREATENED WITH EXTINCTION THROUGH LACK OF PROTECTION AND WASTEFUL METHODS

tically safe from the predatory fish, as the male and female salmon, by means of nose, tail and fin cover them up with gravel, there to await the hatching out of the young fry. The young fish when first hatched out have the egg or sac attached to the lower part of their body, and on this they subsist until able to seek food for themselves. With the beginning of active life comes the beginning of trouble, for besides the daily labor of hunting for food the salmon fry have to elude the trout and chub, who are continuously on the lookout for them. Even if they live and grow large enough to return to the sea the young salmon find the mouth of every creek and slough running into the Fraser River alive with millions of trout and chub, principally the latter, which seem to prefer lying in wait for their prey rather than to hunt for it. The writer was a witness to a very interesting sight in connection with this, when on a visit to Mission on one occasion. With some friends he drove out of the city for a short distance and on the way passed over Hatzic Slough bridge (this is a small slough leading into Hatzic lake). Just before we came to the bridge we noticed a great commotion in the water and one of my friends, who is an enthusiastic trout fisherman, raised the question whether there could be trout there. We got out of the rig and walked over to the bridge, about fifty feet from which was a C. P. R. bridge. Owing to considerable filling having been done, the slough here was much narrower than at the traffic bridge. Between the two bridges the water was literally boiling with fish. As my friend remarked: If one



ONE OF THE SCOWS IN WHICH SALMON ARE BROUGHT TO THE CANNERIES

fell in one could walk on the backs of the fish. They were principally chub and suckers, and so numerous that as they moved around they forced each other out of the water. Above the traffic bridge the water leading down from the lake was white with young salmon, evidently making for the Fraser, just below the railroad bridge. These young fish were coming along in wedge-shaped schools, there being apparently about two or three thousand fish in a school. When they reached the waiting hosts of predatory fish they were immediately broken up, scattered and driven back up the lake. We remained on the bridge for about an hour, *and never saw any of the young salmon succeed in getting past their enemies.* It seemed to us that a man with a dip net could have loaded up a boat with the chub, etc., in less than an hour. When this kind of thing is going on in hundreds of places is it strange that our salmon supply is being depleted? The wonder is that we have any left at all.

The hatcheries are doing a certain amount of good work, but the trouble with them is that they cannot protect the salmon long enough *after they are hatched out.* If they were to keep the young salmon until they are large enough to be returned to the sea, it would only be a question of rearing enough eggs every year to keep up the supply; but unfortunately soon after they are hatched out they have to be liberated in the various lakes, as they are not large enough to go direct into the sea, and thus they have to shift for themselves.

When raised naturally they are in shallow water when hatched out and can hide under stones, etc., and thus in some measure protect themselves from their enemies, but when born in a hatchery and turned out into a lake they fall an easy prey to the predatory fish lying in wait for them.

On some of the United States hatcheries, notably the Chinhook, Wind Lake and Kalama, they have large rearing ponds attached to the hatcheries where the fry are kept and fed *until they are large enough to take care of themselves,* so that when turned out they are too big for anything but the largest trout to destroy them. This is undoubtedly a very good plan to adopt, and anything in this way that can be done to protect the salmon should be tried.

It appears to the writer that the first step to be taken should be in the direction of protecting the salmon *on the spawning grounds.* The only excuse the hatcheries have for existence is that they take the eggs from the salmon and put them in a place to hatch out where they will not be molested by their natural enemies. But why not start at the root of the matter and try to *destroy or reduce the number of predatory fish?* Chub and suckers are not of any commercial value. Even the trout fishing on the Fraser and its tributaries would not be affected to any great extent by this policy, as it is well known there are very few trout in the salmon streams, *except at the times when the salmon are spawning* and the young fish have not sufficiently matured to return to the sea. Of course the Dolly Varden trout or char are indigenous to the rivers and lakes and can be caught at any time, but the principal trout fishing is in the fall, winter and spring, when the Fraser and its tributaries are swarming with sea trout. The latter follow the salmon from the sea and live on the spawn and fry of the salmon until the late spring, when they also seek their spawning grounds to deposit their eggs and die—as does the salmon.

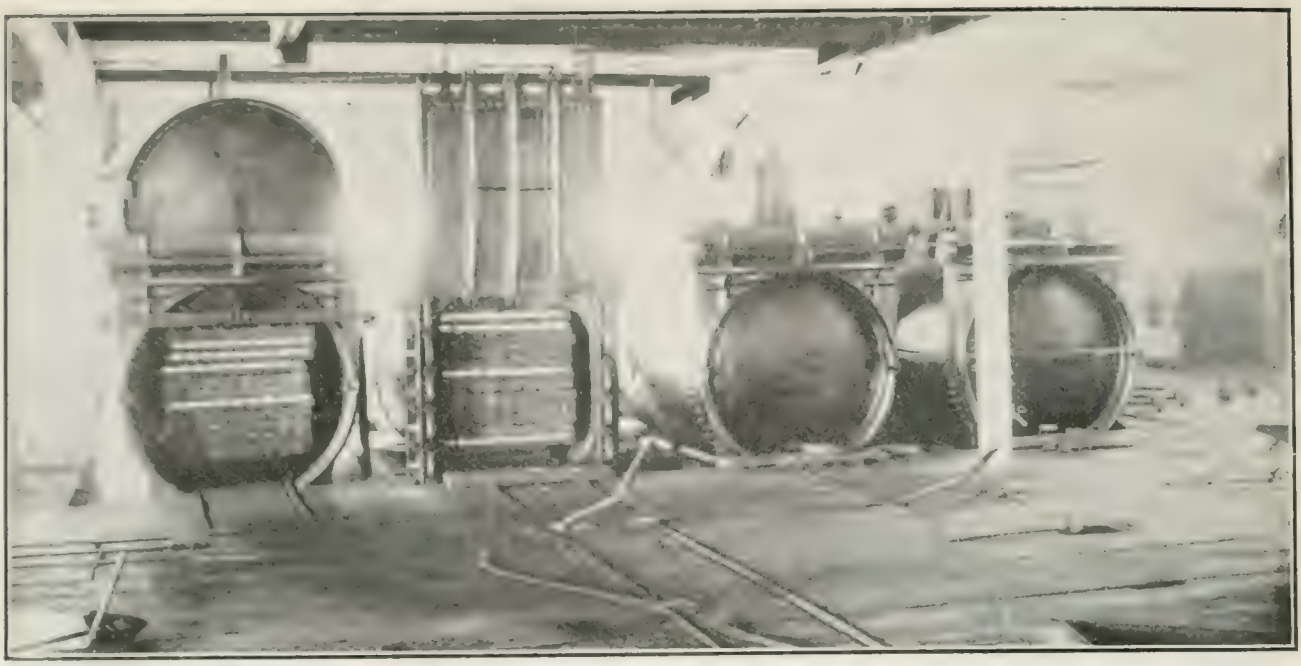
In other industries great efforts are being made towards protection; birds, animals, fruit, and so on are protected from the enemies that naturally prey upon them; bulletins are issued by the agricultural and other departments of the government at frequent intervals, instructing the farmers how to rid their fruit and crops from the various insects and other pests which destroy them; yet in the salmon-fishing industry, which in British Columbia alone, under the unfavorable conditions at present existing, brought in for canned salmon only a sum of five million dollars, there is absolutely nothing being done to protect salmon from their natural enemies.

As a matter of fact, trout of all kinds and all species are not allowed to be bought, sold or possessed from November 15 to April 15, thus protecting these fish

FISHERMEN DRYING NETS

at the very time they are doing the most damage, namely during the spawning and hatching of the salmon. These facts are well known to all the fishery officials. Mr. Babcock, in one of his recent reports, says: "In some places the trout are so thick that it seems wonderful a single salmon should survive." The trouble with the salmon industry is that every one connected with it is too busy in catching the fish to stay and consider the question of future supply. Many say: "Well, let us catch them while they are here, never mind the future." But we have a right to consider not only the present for ourselves, but the future for succeeding generations. The fishing industry of British Columbia is larger than most people imagine, and by properly looking after this not only ourselves but our children may find it a great thing to fall back upon when many of our other resources are exhausted. This not only applies to salmon, but also to sturgeon and other fish.

Accompanying this article is an illustration of a sturgeon caught in the Fraser River. The productiveness of this fish is simply marvellous. At the establishment with which the writer is connected we have had sturgeon that produced ninety pounds of eggs. These eggs are much smaller than those of the salmon, and there is no doubt that one full-grown sturgeon would deposit millions of eggs at a spawning. The sturgeon here shown was a female and had recently spawned. If it were possible that the eggs of this one sturgeon could be hatched out and the young lived to the size of the parent fish, there would be more sturgeon than have ever been caught in the Fraser River or ever will be in the next hundred years. But the young of the sturgeon meet with the same fate as the young of the salmon, and are eaten up by other forms of fish life. The only thing that will save our salmon and sturgeon fisheries in the Fraser River is for the Government to devise some means of protecting the fish on the spawning grounds, *by netting out the fish that are preying on them* and *prohibiting the Indians from catching them on the spawning grounds.* It would be a better proposition for the Government to employ the Indians to catch the predatory fish and protect the salmon than to allow them to catch the latter away up in Stewart and Babine Lakes, where a great many of the "sockeye" go to spawn. The Indians have traps and catch large quantities of salmon that are not fit for human food—a circum-



THE RETORTS IN WHICH SALMON IS COOKED BY STEAM AFTER IT IS PLACED IN TINS AT THE CANNERY

stance which is undoubtedly the cause of a good deal of the sickness among the tribes. Exhausted by their long journey up the river, with big pieces knocked out of them in their struggles through the numerous falls and rapids, the fish present a sorry sight; and as the Indians cure them principally by drying, with little or no salt, they can be neither palatable nor wholesome. At any rate, it seems a great pity to allow the salmon to be destroyed when they have reached their destination, and something should certainly be done to protect them even if the Government have to feed the Indians. They could be fed on much cheaper food than salmon. Now that transportation facilities are so much improved, all kinds of food stuffs can be supplied at a much lower rate than formerly.

Another enemy of the salmon (the fully-grown fish) is the hair seal. Although not so bad in the river in the summer time, in the early spring they are very destructive to the salmon. They follow up the fishermen's nets and as soon as a salmon strikes the seal makes a dash for it. Seizing the victim by the throat or lower part of the gills, he bites a piece out, tears out the entrains of the fish and allows the remainder to sink to the bottom of the river. This is repeated so that often the fisherman pulls up his net in disgust and goes home, hoping that the seals will depart or follow some other man's net. As the salmon are worth ten cents per pound it will be easily seen that it costs the country a good deal to feed some thousands of seals in this way. The seals are of no commercial value and should be destroyed. They cause a loss of many thousands of dollars every year, but absolutely no effort is made to check their inroads on the salmon supply. A peculiar thing about the seals is that they rarely attack a white spring salmon, invariably picking out the red. As the most experienced fisherman cannot tell a white spring from a red without cutting its gills the seals must have a rare faculty of discernment.

Leaving the natural enemies of the salmon we will speak of their human enemies —the fishermen. These are both white men and Japanese, terms which may include all nationalities—Italians, Greeks, Scandinavians, English, Irish and Scotch, and many other nationalities that are represented on the Fraser River. They either live in scowhouses on the banks of the river or on small ranches, which they cultivate during the off times of fishing. The latter class are ideal fishermen from an economic point of view, clearing the land and producing food for themselves and the country, spending the money they gain by fishing on improving their property and supplying their wives and families with the necessaries of life. They are altogether a most desirable class of citizens. The Japanese are, on the other hand, *a distinct menace to the fishing industry of the Fraser.* Although nothing can be said against them as fishermen, they being orderly, industrious, sober and well behaved, the trouble is that they are of no advantage to this country.

Whilst the white men spend their money in adjacent towns and villages on groceries, meat, clothing and other necessaries of life, the Japanese send the bulk of their money to Japan, and nearly everything they wear or eat also comes from Japan. Living, as they do, in closed communities, they are a section to themselves, running their own supply stores, barber shops, and so on. They spend very little money among other than their fellows, and this country secures absolutely no benefit from them. If the town of Steveston on the Fraser were populated by good white men with their wives and families it would present a very different appearance to what it does today, and New Westminster and Vancouver and the surrounding neighborhood would benefit greatly. The Japanese, too, are very hard on the fishing industry as they have absolutely no mercy. Their boats are generally supplied with a gasoline engine and two men, and while one man sleeps the other fishes, so that they keep their nets out the whole time, except during prohibited hours. Whilst good for the cannery this is hard on the fish, as it greatly lessens their chance of reaching the spawning grounds. Then, too, owing to their aggressive methods the Japanese are gradually driving the white fishermen off the river. The canners generally prefer the Japanese, for the reasons I have mentioned, so it is up to the Government and the people to see if something cannot be done to check the Orientals before they control the fishing industry entirely. The effect that the Japanese methods had upon the herring fisheries at Nanaimo is pretty well known. When they first went there herring were plentiful, but over-fishing soon reduced the number, until today there are *barely enough caught for local use.*

What is badly wanted in this country is a Fisheries Board, composed of practical men who are fully alive to the needs of the fishing industry. Give these men full control of the fishing regulations (subject, of course, to the federal authorities at Ottawa) and allow them to amend the regulations, if necessary, from time to time as conditions change.

Only last year during the run of the "humpback" or "Alaska pink" salmon, there were more fish for a few days than the canneries were able to handle, *yet the men kept on fishing* just because they were plentiful and easy to catch. The consequence was that both fishermen and canners had more than they could deal with and *thousands of fish were thrown overboard.* Had there been anyone in authority on the spot the fishing could have been stopped for a few hours and the fish allowed to go up to the spawning grounds, to ensure a further supply of salmon for the future.

Ottawa is too far away for the taking of immediate action, and the fishery officers here have no power to alter the existing regulations. Their duty is simply to enforce the present laws governing the fisheries. At this date no one knows if the laws enforcing a close season for salmon from August 25 to September 15 will be repealed or not. Last year the Canners' Association, supported by the fishermen, sent an appeal to Ottawa asking the fishery department not to enforce this regulation, consequently during 1911 *there was no close season.* If this regulation is enforced during the present year it will mean that all the shippers of fresh fish will have no salmon to supply their orders during the three weeks, as the law says that no salmon nets *of any kind* can be used during the time. This regulation in the first place was only intended to apply to "sockeye" salmon, *but as the word "sockeye" was left out of the regulation it became applicable to all kinds of salmon.* The fresh fish business on the Fraser, that is fish that are used locally or shipped East in ice, is nearly as important as the canning business at the present time, and it means a great loss of money and business for the fresh fish dealers if they are prohibited from getting a supply of salmon at this time. If it is considered necessary to curtail the "sockeye" fishing, then "spring" salmon nets should be allowed to be used during the close season, so that the business of the fresh fish dealer would be protected. If a Fisheries Board were appointed on this coast the members could devise some means of protecting the salmon as well as the business interests of the dealer at the same time. The public should realise the benefit that the fishing industry is to the country and see that it is placed on a proper business footing.

The Rational Almanak

By Moses B. Cotsworth, New Westminster, B. C.

EDITOR'S NOTE.—Readers of former articles by Mr. Cotsworth which have appeared in the *British Columbia Magazine* must have been impressed by the long years of arduous research which he has devoted to studying the origin and methods of almanak-making in many countries. The outcome of the expenditure of his time and money is a scheme to abolish our present clumsy calendar, with its unequal months and changing day names—the undoubted source of loss and worry to every civilized person. The average man does not realize to what extent the present system injures him in his business and his home life. It is a system that was arbitrarily set up many, many years ago, and to a great extent based upon the pride or selfishness of Roman rulers.

The task of altering the daily customs of so many millions of people of diverse nationalities in relation to their use of calendars is so stupendous that only a man of strong personality, infinite patience, and absolute unselfishness would contemplate it. It may seem premature at the present moment to felicitate Mr. Cotsworth on what he has done, but having been privileged to gather some knowledge of his work and the almost unimaginable difficulties he has surmounted we cannot let the opportunity pass, and we place upon record the fact that British Columbia is most fortunate in being able to claim Mr. Cotsworth as a citizen today, although he began his labors originally in the historic city of York, England. If the international conference of the representatives of the Great Powers, which will meet in the near future as a direct result of his labors, adopts his suggestions, British Columbia will appreciate the honor which will be reflected upon her through Mr. Cotsworth.

Our readers will readily grasp his idea, which, like all true and lasting reforms, is very simple. The difficulty was not to draw up the scheme—to one possessing such complete knowledge of the history and mysteries of almanak-making that was not a great task—but to overcome the national, historical and religious prejudices of civilized people all over the world.

It seems an irony of fate that the new Chinese Republic is likely to be first in the world to adopt Mr. Cotsworth's Rational Almanak. Dr. Sun Yat Sen has been in continual correspondence with Mr. Cotsworth, and, as it happens, the Chinese calendar will permit of the reform being put into practice at an early date. It is also interesting to remember that "standard time," which has been a boon to the whole world, had its inception in Canada through Sir Sandford Fleming thirty years ago.

The Proposed International "Fixed" Almanak will Benefit Every One of Us Every Day

THAT our annually changing calendar of unequal months, fixed by Augustus Cæsar, will soon be replaced by one *permanent almanak* with *equal* months of four complete weeks each, is increasingly evidenced by the resolutions in favor of almanak reform passed by the International Congress of Chambers of Commerce, financial and educational authorities in the various countries of Europe and America, who with the learned societies have urged the most powerful governments to assemble the forthcoming official Conference of International Representatives to consider the various proposals for almanak reform, and finally recommend what is best to be done in the interests of humanity.

2. While our changing yearly calendar is accurate in recording the full number of days in each year, and sufficed for ancient nations, the unequal months, with troublesome alterations of week-day names for every monthly date, causes much needless inconvenience to us all, now that business and social conditions have vastly changed since the Cæsars ruled the people of Europe, Africa and Western Asia.

3. When Julius Cæsar was raised to power nearly 1960 years ago he was, like the President of the newly-formed Republic of China, confronted with the fact that the Roman calendar in the year 46 B. C. was about eighty days out of gear with the seasons, because the Pontiffs had been forced by powerful governors to falsify the

AUGUSTUS DISARRANGED THE NUMBER OF DAYS IN THE MONTHS BECAUSE HE WAS JEALOUS OF JULIUS CAESAR'S CALENDAR REFORMS

calendar rolls to extend their periods of office. The masses of the people had no check on their calendars, which, like the Chinese "lunations," were based upon the moon's cycle from whence our months are derived.

The Chinese calendar wanders only part of a month from the solar seasons now, just as Easter and other festivals of the Christian church "wander" according to whether there are twelve or thirteen moons in the year. But that variation of an extra moon each third year is a *potent cause of famines and poverty* as exemplified by the famines in Ireland which resulted when an early Easter led to planting potatoes too soon, thereby causing the young shoots to be cut off by frosts, which also blighted other crops.

4. To safeguard the food supply and welfare of the nation, Julius Cæsar considering that a fixed solar calendar, like that of the Egyptians, was necessary to ensure national stability, wisely ignored the schemes of the Pontiffs and others, as he knew that the services of one thoroughly practical astronomer, trained to provide the best solar calendar information for the guidance of all engaged in agricultural work, was worth more than the divided opinions of the Pontiffs and a host of other theorists—simply chose Sosigenes, the Egyptian, as the best man available. He commanded him to arrange a fixed solar calendar for the Romans—who then had not our seven-day week, which regulates the civil affairs of every nation. Now the week forms the essential basis for calendar reform.

JULIUS CÆSAR'S REFORM

Sosigenes advised that, to be easily remembered, the odd numbered months be given thirty-one days each, and the even months thirty days each, with the exception of February, which then ended the year. It was to have the remaining twenty-nine days to complete the 365 days of the year then first permanently fixed for Europeans by the Romans.

That admirable allocation of the then fixed twelve months was enforced by Julius Cæsar and it established such widespread benefits throughout the Roman Empire that

JAN.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31				
FEB.				1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28				
MAR.				1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	
APRIL							1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30						
MAY		1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31			
JUNE					1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	

JULY							1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31					
AUG.			1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	31		
SEPT. The only 1911 Month Ending with the WEEK						1	2
	3	4		6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
OCT.							
	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31				
NOV.				1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30		
DEC.						1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
Day-names for last Week of 1916		Xmas	Mon.	Tues.	Wed.	Thur.	Fri.
	31 Sat						

THE above calendar illustrates several of the disadvantages of our present system. The dates are arranged as in 1911, the last complete year. The thick black lines show the *broken weeks* at the ends of the months. It will be seen that the *only* unbroken line comes at the end of September, which was the one month in 1911 that ended with the week.

January 1st, 1911, was on a Sunday. In 1912 it was on Monday, and the other day names all through the months of January and February were pushed forward *one* day. 1912 being leap-year, the insertion of the 29th of February caused *all* the day names in the year after that date to move forward *two* days. In order that the clumsiness and time-wasting character of this our present form of calendar may be appreciated, we are also reproducing the "model month" upon which Mr. Cotsworth's reform is based.

Please note the day names that can be used in the last week of 1916. Between Saturday and Monday, Christmas day can be inserted as *an extra day* without day-name or date. This will enable the new year in the reformed style to begin with 1917 and so establish the perfect month of four complete weeks. This can be done without causing inconvenience to anyone, just as the 29th day of February was inserted this year.

it brought more permanent glory to his name than his mighty conquests.

6. After his death, Augustus Cæsar, being jealous of the noble reputation Julius Cæsar had earned by that beneficial reform, declined to allow the Senate to give the Augustian name to August (then called Sextilis), until they extended its days from thirty to thirty-one by taking away the twenty-ninth day from February. Then the bankers complained that Augustus had spoiled their *quarterly periods for interest* by leaving ninety days in the first quarter and ninety-three days in the third quarter. Augustus was too proud to put February 29th back and removed the 31st day of September to make the 31st of October. On being advised that the latter day should have been made the 31st day of December he ordered the 31st of November to be removed to make the 31st of December. Thus the presumptuous pride and arrogance of Augustus Cæsar arbitrarily decided the lengths of February, August, September, October, November and December, to which our ancestors and ourselves have servilely submitted during 1,940 years, without considering the many inconveniences which these clumsy months inflict on us all. We have grown up encumbered by Augustan shackles.

7. When the twenty-eight to thirty-one day lengths of our months were selfishly fixed by Augustus, Europeans were mostly

slaves, commerce was in its infancy, and commodities had to be hauled along roads or carried in galleys—all since replaced by railways, steamships and other means of rapid transportation in every country.

The enormous expansion of manufactures and trade, with the multiplication of domestic and social needs, now necessitate innumerable references to calendars by everybody, whereas the masses of Roman slaves did not have any calendars, which were only possessed by the ruling Pontiffs. Probably less than an average of one person per hundred thousand then obtained permission to see the permanent wooden or ivory almanaks which the successive high priests kept secret to benefit the temples by means of annual taxes now known as "tithes," collected from the agricultural population as rewards for the monthly declarations made by the priesthood, who advised the farmers concerning the plowing, sowing, etc., to be done during the ensuing moon, just as *our printed calendars* much better guide us all now, each week, in farming and general affairs.

The odd persons then privileged to see the permanent almanak basis of each year's calendars were priests and rulers only. Priestcraft had inculcated the belief that it was practically as much a sacrilege to behold the source of the calendar as it was for the Israelites to look upon Aaron's rod and the other contents of the sacred ark of the covenant.

CONSTANTINE THE GREAT INTRODUCED THE WEEK OF SEVEN DAYS

8. The changing phases of the moon each month guided earlier races, and during the centuries in which successive Cæsars ruled the world from Rome, the numbered days of each month sufficed for all the uses to which *we* apply the days of the week. Monthly dates did not then have different week-day names, as the seven-day week was not copied from the small Christian community until about 350 years after Augustus had jumbled the months.

Constantine the Great, after observing the many practical advantages the Christians derived by observance of the Sabbath rest every seventh day—which produced improved health and strength, brought freedom from nervous stress and resulted in longer and happier lives and capability to do more useful work—decided to establish the recurring week of seven days throughout the Roman Empire as the most permanent benefit he could confer upon humanity. His great power and noble character carried that greatest calendar boon for all generations into world-wide operation.

9. The manifold advantages of the reform deservedly outshone the one disadvantage it created in necessitating the alteration of the week-day names for every one of the 365 calendar days each year. This change is due to the fact that the 365 days constitute a year of fifty-two weeks, *plus one odd day* in ordinary years and *plus two odd days* in leap year. These two days respectively push the week-day names forward one day on each of three years and two days on the fourth year. (See Plate 2.)

10. The monthly dates fixed by the Cæsars serve as a permanent register over which the week-day names *have to be reshuffled* every year by the calendar-makers, who provide the printed calendars ready in advance for our use. We merely use the dates accordingly. When the almanak-makers insert the 29th of February in leap years we accept it without questioning either why it should be allowed to inflict the injustice of forcing salaried servants to work that extra day without pay when it should be a public holiday, or why it and the 365th day should continue to drift our Christmas and national holidays into the middle of weeks, thus repeatedly, each year, depriving vast numbers of toilers throughout the world from deriving that extra happiness they could always enjoy if those holidays were permanently located on Mondays or Saturdays to link up with Sunday's restful extension.

11. The present turmoil of unequal months with changing day names was accepted by everybody with complete resignation as an inevitable consequence of the year's length being subdivided by the week of seven days, until the writer (then of York, England) in the year 1895, whilst investigating the cost of transportation by British railways and steamships, was impressed by the large amount of needless work and inconvenience caused by the change of day names for each monthly date, and the fluctuations of date for Easter, national holidays, fairs, markets, etc., when all should be permanently *fixed*.

12. I carefully considered the history

January	Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	*Sol*
February	1	2	3	4	5	6	7	July
March								August
April	8	9	10	11	12	13	14	September
May	15	16	17	18	19	20	21	October
June	22	23	24	25	26	27	28	November
								December

This simple diagram illustrates a month, in fact *every* month, as it will be under the reformed almanak advocated by Mr. Cotsworth. Instead of *twelve* months *thirteen* are shown. The extra one is named "Sol." Of course the name that will be applied to this new month will finally be decided by the Powers in conference. To call it "Sol" would be very appropriate, for it comes at the period of the year when most sunshine is enjoyed in the northern hemisphere. Compare this clear method with the puzzling calendar month shown on Page 534, with all its broken weeks and changing day-names.

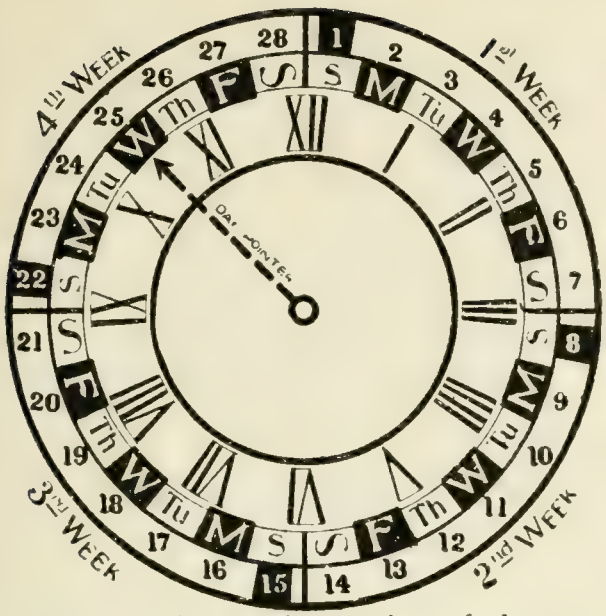
and various factors blended in our calendars with those of other nations, knowing that every person in the civilised world is concerned in any proposal to simplify our time-honored calendars. Next an article was written demonstrating that by simply recording "Christmas Day" without either a week day name or a monthly date, and similarly designating "leap day" by its name only, we could by locating them as *dies non* or general holidays, win the everlasting convenience and facilities of a *Fixed International Almanak* and rid ourselves forever from the numerous and constantly-recurring doubts and worries concerning dates, which often cause loss and trouble. Because our calendars annually shift the week-day names for dates, we thereby disorganise periods of monthly payments, vitiate comparisons of business on periodic records, break what should be the regular sequence of rotation duties, complicate business transactions, accounts. etc.

13. The 365th day ending our year was first considered as the suggestive *dies non,* but the international advantage of locating that key to calendar reform nearest to December 22nd, when *Nature ends her year,* was found to be by far the most advisable, in view of the fact that the adoption of Nature's year-end would overcome all racial and international prejudices, whilst a much more practical advantage can be gained for all humanity at the end of this (1912) year, when the new Chinese government have determined to abandon their ancient calendars (which moon-wander like those that Julius Cæsar abandoned) and establish a fixed one, because the latter has now become a business and national necessity to them.

14. Their drifting calendars vary like our Easters, which fluctuate five weeks, according to whether twelve or thirteen moons occur in the Christian ecclesiastical year. (Owing to this fluctuation there were only fifty Sunday collections in 1907, but fifty-five in 1908. No wonder that ecclesiastical authorities, both Roman Catholic and Protestant, are now favoring calendar reform, especially as the writer, when publishing his book, "The Rational Almanak," outlined an easier way to vary the monthly psalms.) The urgent need was emphasised for equalizing our months into complete periods of four weeks each to permanently harmonise their recurring monthly dates with the fixed cycle of week-day names by immovably calendaring fixed week-day names for each of the 364 days in the 52 weeks of every year, which I suggested should be rearranged into thirteen months of exactly four weeks each. The *new model* or thirteenth month would be inserted between June and July. As a consequence the days of the week would always perfectly harmonise with the dates of every month, thus:

Sunday ...	1	8	15	22
Monday ..	2	9	16	22
Tuesdays..	3	10	17	24
Wednesdays	4	11	18	25
Thursdays.	5	12	19	26
Fridays ...	6	13	20	27
Saturdays..	7	14	21	28

15. This change can be most easily ac-



This is a further illustration of the great convenience that will be a feature of the reformed calendar as suggested by Mr. Cotsworth. It represents an ordinary watch-face with a special hand added. (In order to make the diagram more clear the usual hour and minute hands have been omitted in the drawing.) The new hand is called the *day* pointer. On rising in the morning and looking at such a watch or clock the observer can tell at a glance what the hour is, the day of the week, the date, and which week of the month it is.

complished during the year 1916 in America and Europe, but may be made effective earlier by the Chinese, Japanese, Hindus and other races of India and Africa who still use the moon-wandering (lunar) calendars, which the rapid progress made by the national development of their civilizations is impelling them more quickly to abandon, because their out-of-season-drifting calendars are now proving inadequate for the intensive agricultural and industrial development of this twentieth century.

CHINA MAY LEAD

16. What the Chinese government decides concerning the fixity of equal months, exactly divisible by complete weeks registering fixed week-day names for the same monthly dates throughout the year, will most probably be adopted by the above-mentioned races, who together number 62 per cent. of the population of the world. The Greek calendar used by Russia, Roumania, Greece and others serves about 10 per cent., whilst our Gregorian calendar (which left out eleven days to correct errors in leap-year adjustments since Julius Cæsar's reform) only serves about 28 per cent. of humanity. In considering a permanent international *fixed* almanak we should bear those proportions carefully in mind.

17. How very easily the proposed thirteen months of four weeks each can be established is evidenced by the Chinese calendar for last year, when their extra (13th) moon was intercalated between June and July (exactly where I proposed to put it seventeen years ago), by simply repeating their June a second time. As their New Year's festival spreads over two days that will readily absorb the odd day each year.

Further the fact that their week-end fits the expiration of Nature's year on December 22nd this (1912) year, makes it most opportune for the Chinese to adopt the proposed Rational Almanak forthwith and take the lead, instead of waiting for other nations.

18. If the Chinese government altered to the Gregorian calendar now, with all its defects, they would inflict needless confusion on their 400,000,000 countrymen, who in about four years would be again unsettled by altering to the International Fixed Almanak, which most readily meets their permanent calendar needs, and would be easily understood by all, because both the week-day names and monthly dates would be continuously cycling in unison as indicated on the outer edges of cheap dollar watches, as shown in Plate 3. The Chinese would then be ahead of us every day. On waking they would see at a glance, not only the time, but also the day of the week. We, on the other hand, have to wonder every morning whether we can rest longer, if it is a Sunday, or whether we must get up for a work-day. After reflecting what day yesterday was, we deduce what today is, and then estimate, if we can, the day of the month.

19. Now that this most simple calendar is practically available, the Chinese government are not likely to adopt our confusingly varying months and make themselves open to criticism for causing avoidable confusion by patchwork, needing another change in 1916.

Our months oddly vary in their length, February usually having twenty-eight days, but in leap year twenty-nine; our fourth, sixth, ninth and eleventh months have thirty days each, whilst scattered in between them, without "odd" or "even" order, are the other seven months with

thirty-one days each. That jumble is increased by the unstable factor of ever-varying split portions of weeks, beginning and ending our months as demonstrated under paragraph 9; and the shifting factor that throughout every one of our twelve unequal months the week-day names are confusingly moved forward *one* day in ordinary and *two* days in leap years. The result is that we cannot truly realise what a month is, though we work and pay by the month, and every month's output of labor differs from that of the month before or after it and from the corresponding month last year.

20. That is neither good enough nor sufficiently practical for the Chinese, who know that 28 per cent. of the world's population using Gregorian calendars and the 10 per cent. using the Julian (Greek) calendars are being *compelled* by national and business requirements to improve them into one International Fixed Almanak.

CHANGES AGREED UPON

(*a*) The leaders of calendar reform throughout Europe, North and South America, Australasia and South Africa have become practically agreed upon the advisability of recording the 365th day of the year (whether December 22nd, 25th, 31st or January 1st is for the International Conference to decide, but it is of less importance) as an International Holiday, apart from both week-day names and monthly dates, to avoid the useless change of week-day names now confusingly made through every month and year, thereby divorcing national holidays from week-end enjoyments.

(*b*) There is general agreement that that *moon-wandering* of Easter should be replaced by a plan under which that festival may be held on a *fixed day* in April, most convenient for the people's spring holiday.

(*c*) Whilst nearly all are agreed that every month should begin with Sunday and end with Saturday, there is some difference of opinion regarding the only two methods by which that advantage can be permanently established. The "unequal method" requires *five* complete weeks to be allotted to March, June, September and December after allowing four weeks to each of the other eight months. The "equal method," which is gaining most adherents, simply applies February, 1914, as the best "standard" month of twenty-eight days to measure all months in complete weeks exactly alike, by locating the thirteenth week of each quarter into one thirteenth month of four weeks to be inserted between June and July.

21. That location would preserve all our better ideas of months and seasons, because the last two weeks of June and the first two weeks of July would become the new month near mid-summer, and that season is the longest and most constant of all.

The best authorities are agreed that the insertion of the new month there could be as easily effected as was the 29th of February this year. No more inconvenience would result, but on the contrary far greater calendar conveniences and facilities would be won for us to enjoy every day.

22. There would be a slight difficulty at the outset in readjusting the monthly rate of salaries now paid regardless of the number of working days, but these would easily be computed once for all time. Twelve divided by thirteen equals .923, so that $100 per month for twelve months now would be $92.30 per month under the new system of thirteen months of four complete weeks, giving *regular* payments to all and avoiding the *fifth week-end expenses* which now cause housewives, and all who have to pay *weekly* for rent, food, etc., needless trouble and some anxiety when five Saturdays occur in thirty or thirty-one-day months.

A few Europeans, who at first thought that to keep quarterly periods equal for insurance, etc., it would be advisable to include the thirteenth week of each quarter as a fifth week in March, June, September and December, were agreeably surprised on finding that the completion of all the quarter-years would be more conveniently met as below, because then every quarter would be equal, whereas now they range from 90 to 93 days, with their working days varying from 75 to 78 days, making a difference in manufacturing output of four per cent., whereas such "fixed charges" as insurance remain constant.

Further, the fact that monthly payments for salaries, accounts, etc., are many thousand times more numerous than the odd "quarter" charges has lead the leaders of business to urge the universal adoption of

the four-week month, which would always be exactly quartered by the week of seven days of all nations.

Amongst many other practical benefits, the following would be gained beyond those we already enjoy:

(1) The simplest practical calendar would become permanent.

(2) Every week-day would have its four fixed dates every month, so arranged that the days of the week would always harmonize with the same recurring monthly dates—Sunday beginning both the week and the month.

(3) Monthly, quarterly, half-yearly and yearly dates, national holidays, etc., will always recur on the same week-days and not drift into inconvenient parts of the week as now, curtailing Christmas and other holidays.

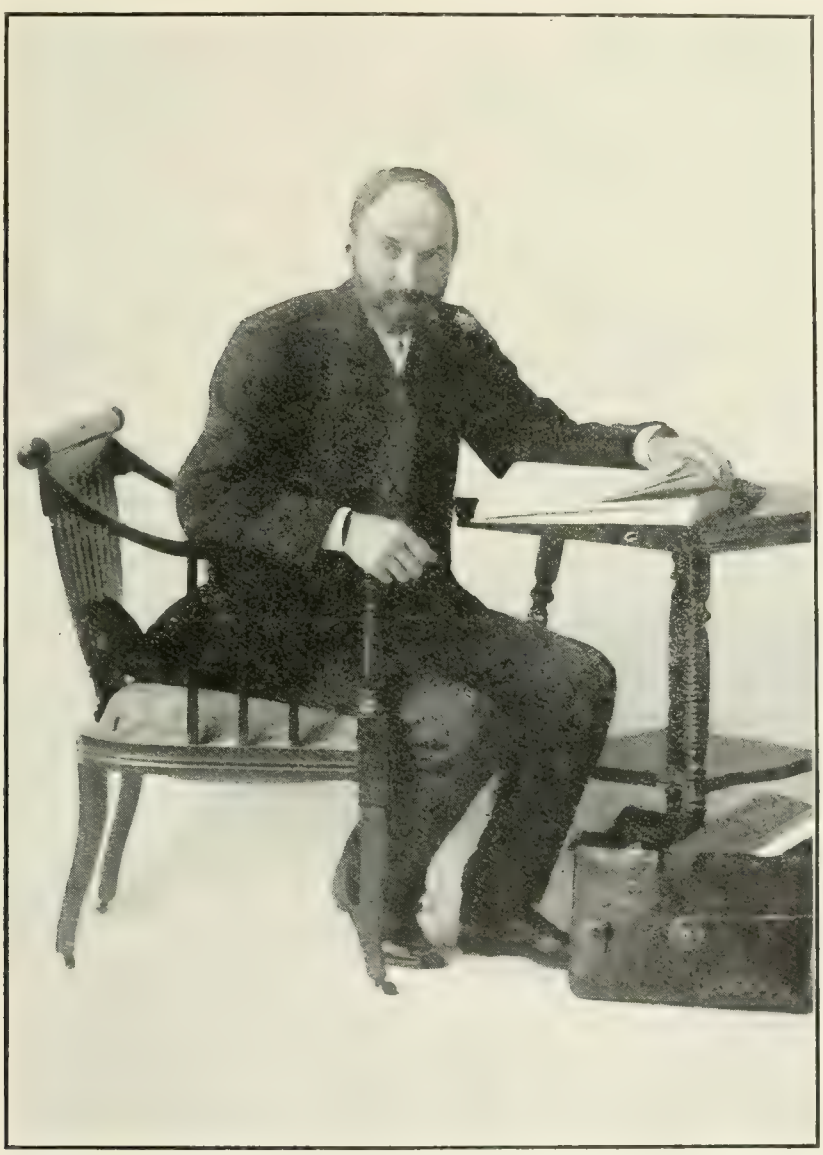
(4) Rotation of duties, both weekly and monthly, will be more easily arranged and all the worries and troubles now caused by fifth week-end payments for rent, food, etc., will cease, as periods of earning and expenditure will accord.

(5) All months being even multiples of weeks, will eliminate the troublesome fractions of weeks now divided between consecutive months, thus simplifying accounts, statistics and all periodical statements, so constantly required in business.

(6) Every calendar week-day and date will be fixed on our minds and shown on our watches, dispelling all calendar uncertainties for ever.

(7) Nearly all the repeated references we now have to make to calendars will cease to be necessary.

The only other objection raised is that



MR. MOSES B. COTSWORTH, WHO IS WELL KNOWN THROUGHOUT THE BUSINESS WORLD AS THE AUTHOR OF COTSWORTH'S DIRECT CALCULATOR, A STANDARD WORK USED BY ALL THE LEADING MERCANTILE, PROFESSIONAL AND SCIENTIFIC MEN AND ALL THE GOVERNMENT DEPARTMENTS

the first and third quarterly and the mid half-yearly balances of business would not end with the *months*, but with the *weeks*, on Saturdays, thus:

First quarter—	April 7
Second quarter—	New month 14
Third quarter—	September 21
Four quarter—	December 28

That is easily disposed of by the fact that the leaders of business, accountants, railway, shipping and banking interests, etc., are agreed that it is far easier to balance their quarterly accounts clear up to the *week-ends* than have the last week's work *split up* as it is now at the end of each quarter. Indeed, many of the most prominent manufacturing, shipping and banking companies *are already balancing their accounts every four weeks*, instead of by our irregular months. Those light objections combined do not form a large enough consideration to weigh against the many benefits derivable from months of four weeks.

The Gregorian reform neither affected the lengths of months or years, except that eleven days were left out of September of that one year to allow for previous leap-days omitted. That gap caused some misgivings amongst a few illiterate persons who then thought that eleven days *had been taken out of their lives*. But the rational reform herein suggested would not cause one thousandth part of that trouble, though it would yield a thousandfold mercies in practical calendar facilities.

23. The most significant calendar facts confronting humanity today are: (*a*) that 62 per cent. of them have, during many centuries, been used to having the thirteenth month inserted every three years, as the Chinese did in the best possible position last year; and (*b*) that the world's most populous reconstituted nation—the Chinese—guided by noble patriots and able statesmen, not mere politicians hunting for votes, has now the best opportunity in history to win this great boon of an *International Fixed Almanak* for the human race, and so gain very real advantages over all other nations now seeking to rid themselves from the old calendar entanglements caused by our erratic months and drifting day-names, which constitute the clumsiest factors in this most anomalous system that still handicaps European and American civilization.

The following is of interest as showing the progress being made towards the reform of the present calendar system:

Ottawa, June 7, 1912.

Dear Mr. Cotsworth—

At last I can congratulate you on progress having actually been made in the reform you have so long fathered and advocated.

Half an hour ago I left the Premier's office, when the full Council of the Royal Society met him by appointment. I enclose with this the deliverance which was read to him. That, with the portion of the transactions of the Royal Society which was published in pamphlet form, goes to the office of the Governor-General and from there by His Royal Highness to the Home authorities to distribute among the several governments, as was done in the ma ter of "Standard Time." In this way all civilized nations will have the matter before them and in due time an International Conference will be expected to deal with the subject.

I can do no more at present and it remains for me to congratulate you on being the father of the reform which will be of much benefit to the human family in the future years of the world.

The matter is now in a fair way of settlement by an International Conference.

Yours most truly,

(Signed) SANDFORD FLEMING

Excerpt from the Transactions of the Royal Society of Canada:

The Secretary of Section III. reports that the following resolution has been adopted unanimously by the Section:

"Section III. recommends that the Council be instructed to memorialize the Governor-General on the subject of the Reform of the Almanak, asking His Excellency to bring the need of a new calendar to the attention of the Imperial Government with the view of steps being taken to obtain the assent of all civilized nations thereto."

The motion being put to the society, was carried unanimously.

The 1912 annual meeting of the Royal Society of Canada passed the following as their second resolution:

"Resolved that Mr. M. B. Cotsworth's proposal for the reform of the calendar receive the endorsation of the society."

Copy of petition from the Royal Society of Canada to His Royal Highness the Governor-General in Council.

Ottawa, June 6, 1912.

The undersigned has the honor to state that in pursuance of a resolution adopted at the last annual meeting of the Royal Society of Canada, held in the month of May last, the Council of the Society would respectively beg leave to represent to Your Royal Highness in Council that the subject of the reform of the Augustan Calendar at present in use in Europe and America and more or less in every part of the globe, has of late years been occupying attention in many different countries, and that there is reason to believe that steps will be

taken, at no distant day, for inviting a consideration of the question by the leading governments of the world.

Various schemes for the simplification of the calendar have been proposed. All aim at preventing that dislocation of the relation of the days of the week to the days of the month, which is the necessary results of dividing the 365 days of the year into weeks. The proposed remedy for this, common to all the schemes which the Society has examined, is to leave one day of the year uncounted as a day of the month and unnamed as a day of the week, and to call it simply "New Year's Day."

The Society has had the opportunity of studying most of the plans that have been suggested, and it inclines to regard one which was specially brought to its notice by Mr. Moses B. Cotsworth of New Westminster, B. C. (formerly of York, England), in a paper read before its mathematical section four years ago, as on the whole the simplest and the most advantageous of all.

Mr. Cotsworth's proposition is that the year should be divided into thirteen months of 28 days each, making 364 days in all. The 365th day he would dispose of, in the manner already explained, by giving it a name only and not allowing it any place in a month or week.

This being done, the days of the week would, throughout the year, and from year to year in perpetuity, fall on fixed days of the month. All Sundays, for example, would fall either on the 1st, 8th, 15th or 22nd of the month; all Mondays on the 2nd, 9th, 16th or 23rd, and so on. The thirteenth month would be intercalated, under some suitable name, between June and July; and the extra day required for leap year would be assigned to some suitable place in the year, without being counted either as a day of the month or a day of the week.

The inconvenience of the present calendar is understood by all intelligent persons. The recourse had to printed calendars and almanaks, when matters of date are in question is a constant reminder of the drawbacks of the present system.

That the loss of time and occasional confusion and error thus arising constitute, in the aggregate, no inconsiderable tax on human energy may very reasonably be maintained.

A resolution affirming the necessity of a reform of the calendar was carried at the meeting of the International Association of Chambers of Commerce held last year in London; and, as long ago as February, 1908, a Calendar Reform Bill, based upon a scheme set forth in a pamphlet published by Mr. Alexander Phillip, LL.B., of Brechin, Scotland, was introduced in the House of Commons.

The Council of the Royal Society, recalling the fact that thirty years ago the system of "Standard Time" now in use by all leading nations of the globe was initiated in Canada, and brought to the attention of the Imperial authorities by His Excellency the Marquis of Lorne, then Governor-General, who in the following year became the founder of this Society, feel emboldened to hope that if Your Royal Highness in Council should see fit to transmit the recommendation of this Society in favor of the reform now in question to His Majesty's government, the result might be a further benefit of the utmost importance to the whole civilized world.

Assisted, as the Society is, in its operations by the Government and Parliament of Canada, it feels called upon to interest itself in all that makes for the welfare, in the first place, of this country and the British Empire at large, and secondarily of the general community of nations; and it is under the influence of this sentiment that the Society has authorized the action which the Council is now taking in approaching Your Royal Highness in Council on this question.

(Signed) W. N. LESUEUR,
President

Sir Harry Burrard

IT is exactly one hundred and twenty years ago since Captain George Vancouver christened Burrard's Channel. Vancouver had a curious habit of speaking of a "channel" in his journal and substituting the word "canal" for it on his maps. On modern maps Burrard's Channel or Canal is marked "Burrard Inlet," and it is of course the magnificent landlocked harbor of the city of Vancouver. The arrival of the Canadian Pacific Railway, which terminates on its shores, and the rapid growth of the city named in honor of Vancouver, made Burrard Inlet the busiest and best known port in Western Canada.

The following brief outline of Burrard's career in the navy will show our readers that our great British Columbia harbor honors the name of a great sailor and a great man. A full story of his life would fill a large volume with tales of stirring days in British history. It is not too much to hope that one day a memorial in enduring stone will stand on the shores of Burrard Inlet as a monument to this great knight of the sea who rendered his services to Britain when the foundations of the Empire were being well and truly laid.

In his journal, Vancouver speaks of Sir Harry Burrard "of the navy." This saves the student of history much trouble because there were two other Sir Harry Burrards prominent in the army and in politics at that time. They were the uncle and cousin respectively of Vancouver's friend. In the National Dictionary of Biography, Sir Harry Burrard is spoken of as Sir Harry Burrard Neale. This name he assumed by royal license on his marriage to Grace Neale of Shaw House, Wiltshire. He was born in 1765 and entered the navy at the age of thirteen. He saw a great deal of active service. In 1780 he was present at the reduction of Charlestown. In 1781 he took part in the capture of the frigate *Magicienne* off Boston. In 1783 he was acting lieutenant of the *Perseverance,* and served afterwards in the *Hector.* While serving in the *Hector* in the West Indies he was officially thanked for saving five men from a wreck in a hurricane. In 1787 he was promoted to the *Expedition* as lieutenant. In 1790 he was in the *Southampton* with Keats, and later in the *Victory,* Lord Hood's flagship. In the same year he was appointed commander of the *Orestes.* In 1791 his uncle died and he succeeded to the baronetcy. In 1793 and 1794 he saw active service in the Mediterranean.

After his marriage he commanded the *San Fiorenzo* of forty-two guns, stationed at Weymouth in attendance on the King. In 1797 he took part in the capture of the French frigates *Resistance* and *Constance* off Brest, and later he and his crew won honors during the mutiny at the Nore. His crew refused to join in the mutiny and he made an escape by running past the fire of the mutinied ships. This escape was fatal to the mutiny, and Burrard (or Neale, as he was then known) was thanked by the London merchants and shipowners for the

SIR HARRY BURRARD NEALE, AFTER WHOM CAPTAIN GEORGE VANCOUVER NAMED BURRARD INLET

faithfulness and spirit shown by him, his officers and crew.

In the same ship and in company with the *Amelia* of thirty-eight guns he was off Lorient, where there were three large French frigates ready for sea. The *Amelia* was partly dismasted by a sudden squall, and the Frenchmen, seeing their opportunity, made an attack on Burrard's ship. The *Amelia* patched up her troubles and came to the assistance of the *San Fiorenzo*. They compelled the three frigates to retire to Lorient after severe losses.

In 1801 Burrard was appointed to the *Centaur* of seventy-four guns, and was soon afterwards moved to the royal yacht. In May and June, 1804, he was one of the Lords of the Admiralty, but in July returned to the royal yacht. In 1805 in the *London* of ninety-eight guns he was with a small squadron under Sir John Borlase Warren and had a remarkable fight in 1806 with the French ships *Marengo* and *Belle Poule,* both of which were captured. The *Marengo* of seventy-eight guns and the *London* were in a running fight lasting four hours.

In 1808 Burrard was captain of the fleet under Lord Gambier. In 1810 he was advanced to the rank of rear-admiral, and in 1814 he became a vice-admiral. In 1815 he was made a Knight Commander of the Order of the Bath, and in 1822 received the Grand Cross of that order. From 1823 to 1826 he was commander-in-chief of the Mediterranean, which position carried with it, according to a rule then in force, a nomination for the Grand Cross of the Order of Saint Michael and Saint George.

In 1824 he compelled the Dey of Algiers to obey the terms of the Treaty of 1816. He became a full admiral in 1830 and on the death of Sir Thomas Foley in 1833 he was offered the command at Portsmouth on condition of his resigning his seat in Parliament. Burrard pointed out that the condition was without precedent and insulting, and declined the command. The affair was brought up in the House of Commons, but the Admiralty were able to make the condition stand. Sir Harry Burrard Neale died at Brighton on February 15th, 1840, leaving no issue. The title fell to his brother, the Rev. George Burrard, rector of Yarmouth. The portrait we reproduce is from a painting by Matthew Brown.

Burrard Inlet

CAPTAIN VANCOUVER'S STORY OF HIS DISCOVERY OF BURRARD INLET, TAKEN FROM HIS ORIGINAL JOURNAL OF 1792

FROM Point Grey (*a*) we proceeded first up the eastern branch of the sound, where, about a league within its entrance, we passed to the northward of an island (*b*) which nearly terminated its extent, forming a passage (*c*) from ten to seven fathoms deep, not more than a cable's length in width. This island lying exactly across the channel, appeared to form a similar passage (*d*) to the south of it, with a smaller island lying before it. From these islands, the channel, in width about half a mile, continued its direction about east. Here we were met by about fifty Indians (*e*) in their canoes, who conducted themselves with the greatest decorum and civility, presenting us with several fish cooked, and undressed, of the sort already mentioned as resembling smelt. These good people, finding we were inclined to make some return for their hospitality, shewed much understanding in preferring iron to copper.

For the sake of the company of our new friends, we stood on under an easy sail, which encouraged them to attend us some little distance up the arm. The major part of the canoes twice paddled forward, assembled before us, and each time a conference was held. Our visit and appearance were most likely the objects of their consultation, as our motions on these occasions seemed to engage the whole of their attention. The subject matter, which remained a profound secret to us, did not appear of an unfriendly nature to us, as they soon returned, and, if possible, expressed additional cordiality and respect. This sort of

conduct always creates a degree of suspicion, and should ever be regarded with a watchful eye. In our short intercourse with the people of this country we have generally found these consultations take place, whether their numbers were great or small; and though I have ever considered it prudent to be cautiously attentive on such occasions, they ought by no means to be considered as indicating at all times a positive intention of concerting hostile measures; having witnessed many of these conferences, without our experiencing afterwards any alteration in their friendly disposition. This was now the case with our numerous attendants, who gradually dispersed as we advanced from the station where we had first met them, and three or four canoes only accompanied us up a navigation which, in some places, does not exceed an hundred and fifty yards in width (*f*).

We landed for the night about half a league from the head of the inlet (*g*), and about three leagues from its entrance. Our Indian visitors remained with us until by signs we gave them to understand we were going to rest, and after receiving some acceptable articles they retired, and by means of the same language, promised an abundant supply of fish the next day; our seine having been tried in their presence with very little success. A great desire was manifested by these people to imitate our actions, especially in the firing of a musket, which one of them performed, though with much fear and trembling. They minutely attended to all our transactions, and examined the color of our skins with infinite curiosity. In other respects they differed little from the generality of the natives we had seen: they possessed no European commodities, or trinkets, excepting some rude ornaments apparently made from sheet copper; this circumstance, and the general tenor of their behavior, gave us reason to conclude that we were the first people from a civilized country they had yet seen. Nor did it appear that they were nearly connected, or had much intercourse with other Indians, who traded with the European or American adventurers.

The shores in this situation were formed by steep rocky cliffs, that afforded no convenient space for pitching our tent, which compelled us to sleep in the boats. Some of the young gentlemen, however, preferring the stony beach for their couch, without duly considering the line of high water mark, found themselves incommoded by the flood tide, of which they were not apprized until they were nearly afloat; and one of them slept so sound that I believe he might have been conveyed to some distance had he not been awakened by his companions.

Perfectly satisfied with our researches in this branch of the sound, at four in the morning of Thursday, the 14th, we retraced our passage in; leaving on the northern shore a small opening extending to the northward (*h*), with two little islets before it of little importance, whilst we had a grander object in contemplation; and more particularly so, as this arm or channel could not be deemed navigable for shipping. The tide caused no stream; the color of its water, after we had passed the island the day before, was green and perfectly clear, whereas that in the main branch of the sound (*i*), extending nearly half over the gulf, and accompanied by a rapid tide, was nearly colorless, which gave us some reason to suppose that the northern branch of the sound might possibly be discovered to terminate in a river of considerable extent.

As we passed the situation from whence the Indians had first visited us the preceding day (*j*), which is a small border of low marshy land on the northern shore, intersected by several creeks of fresh water (*k*), we were in expectation of their company, but were disappointed, owing to our travelling so soon in the morning. Most of their canoes were hauled up into the creeks, and two or three only of the natives were seen straggling about on the beach. None of their habitations could be discovered, whence we concluded that their village was within the forest. Two canoes came off as we passed the island, but our boats being under sail, with a fresh favorable breeze, I was not inclined to halt, and they almost immediately returned.

The shores of this channel, which, after Sir Harry Burrard of the navy, I have distinguished by the name of Burrard's Channel, may be considered, on the southern side (*l*), of a moderate height, and though rocky, well covered with trees of a large growth, principally of the pine tribe. On the northern side, the rugged snowy barrier,

whose base we had now nearly approached, rose very abruptly, and was only protected from the wash of the sea by a very narrow border of low land (*m*). By seven o'clock we had reached the N. W. point of the channel, which forms also the south point of the main branch of the sound: this also, for another particular friend, I called Point Atkinson, situated north from Point Grey, about a league distant.

EDITOR'S NOTE.—(*a*) Named after Captain George Grey, who was probably an early companion of Vancouver. (*b*) Vancouver apparently thought Stanley Park was an island. The entrance to False Creek on the south would give one coming from the sea that impression. On Vancouver's map he has marked Burrard Inlet with an island across its mouth. (*c*) The First Narrows. (*d*) False Creek. (*e*) The Capilano Indians. (*f*) The Second Narrows. (*g*) This must be about the neighborhood of Port Moody and not the North Arm. Although the direction of the North Arm is marked on his map, Vancouver refers to "a small opening extending to the northward with two little islets before it of little importance" and later "this arm or channel could not be deemed navigable for shipping." (*h*) The North Arm. (*i*) What we now call Burrard Inlet, between Vancouver city and the north shore. (*k*) These Indians apparently lived at the mouths of the Capilano River. The "low marshy land" which Vancouver mentions, together with the "several creeks of fresh water," must be the delta land at the mouth of the Capilano, which one looks down upon from Prospect Point in Stanley Park. (*l*) The site of the city of Vancouver. (*m*) The strip of land now occupied by North and West Vancouver municipalities. (*n*) No clew to this Atkinson has yet been discovered. There was an Atkinson on board Vancouver's ship. He was master's mate of the *Chatham* and twenty-two years old. As Vancouver named the point after "a particular friend" it is not likely that the master's mate was the person he had in mind.

The Spirit of the West

By GEORGE B. STAFF

It lured the pioneers in struggling hosts
To seek the Eldorado land of gold;
Their wagons crept across the plains like ghosts,
Or dared the mountain pass with purpose bold.

It hovers o'er the wondrous Western land;
That land of untold greatness yet to be.
What wonder that men follow its command
And journey westward to the sunset sea.

Editorial Comment

VERY BAD POLITICS

A RECENT number of the *Saturday Review* (June 1, 1912) in an editorial article entitled "Japan and the Monroe Doctrine" furnishes a very good sample of the very bad politics advocated by a large number of the British people. There is still a strong tendency in Great Britain to view everything American with a strange and unaccountable hostility, and everything Japanese with a stranger and inexcusable fondness. This spirit is well illustrated in the editorial article mentioned. The gist of it, while recognizing fully the unadvertised intentions of the Japanese in seeking a large fishing concession along eight hundred miles of the Mexican coast, is distinctively antagonistic to the United States and apparently leans toward the occupation of nearly a thousand miles of the American coast line by Japanese colonists. The *Saturday Review* seems openly sympathetic with Japanese ambitions on the American Continent, since the Chinese Revolution seems to have made it impossible for further Japanese expansion on the Continent of Asia. "Does China fail as an outlet? Then let emigration flow toward the West."

"Nevertheless the enterprise of this Japanese fishing company promises to have far-reaching consequences. The Washington Senate, thoroughly alarmed, seems determined to make the abortive fishery project a pretext for an extension of the Monroe doctrine, which, if persisted in, can scarcely fail to bring up in the gravest form the whole question of the domination by the United States of the entire American Continent south of the Rio Grande. . . . . The new doctrine appears to be that the prohibition originally proclaimed by President Monroe should henceforth include 'colonization' under government or promoted by a private company, and secondly, the acquisition of private property by any citizen of a foreign government. If this enlarged and revised edition of the Monroe doctrine be put into practice, it must one day be challenged either from the West or from the East."

The *Saturday Review,* we submit, is quibbling with the question. That it is pro-Japanese and anti-American all its readers know, but to thrust into the Monroe doctrine a meaning so foreign to it, and moreover so foreign to the purposes and policies of the United States Government as is illustrated in its entire history, that the United States will stand against "the acquisition of private property by any

citizen of a foreign government," is to stamp the *Saturday Review* at once as incompetent, insincere or unfair. We commend to this distinguished academic journal the study of modern history and recent events. We are sure it will find several cases of "the acquisition of private property" by citizens of foreign governments not only in Mexico, Central and South America, but in the United States itself, and that without protest from the government at Washington. They will find whole industries being absorbed and large quantities of the best lands in the United States being acquired and owned by Japanese subjects in face of the fact, and in spite of it, that citizens of the United States are not allowed to own such lands in Japan, and that without protest or veto from the United States.

This project of the Japanese in Lower California involves a national peril to the United States. The *Saturday Review* knows that this project is not a fishing project, but a very flimsy excuse for a naval and military base within striking distance of California and the Panama Canal. This much is even admitted in the article. With this admission what is to be inferred? Nothing less than that this journal and the people whose opinions it represents want to see a naval and military base of the Japanese Empire within striking distance of the Panama Canal, California and British Columbia. The question of an individual owning a piece of property in Mexico or California or British Columbia has nothing whatever to do with this question, and the *Saturday Review* knows this very well, and it knows that in raising this bogey adjunct to the Monroe doctrine it is subjecting itself to the criticism of being either unintelligent or insincere.

It is one of the first axioms of self-preservation and national defence to prevent any movement on the part of any foreign power whose political and economic interests constitute it a natural antagonist and which involves a national and immediate peril. Even the *Saturday Review,* we venture to suggest, might change its tone were the German Empire to acquire fishing rights involving colonization on eight hundred miles of the east coast of Ireland. The stodgiest of us would frankly object, for long it has been one of the safeguards of British policy to prevent if possible the establishment of a national menace within striking distance of the heart of the Empire, or indeed, any of our vast possessions. The right to this policy has never been denied by any great power, and every great power has asserted this right, and the United States is asserting this right, and the assertion of this right is protection to Canada and therefore to the British Empire as surely as to the United States. We in British Columbia are vitally interested in this movement of the Washington Government. It is not certain that in ten, twenty, thirty years from now the Japanese people will be as friendly to the British race as they are alleged to be today; this is a contingency which the statesman will look forward to and the fool will ignore.

It is a matter of vital importance—nay, it is a vital necessity—that the United States prevent the establishment of a Japanese military and naval base on our coast. Wherefore, oh *Saturday Review,* this Shinto-worship, this enmity towards our friends? The day is coming when we shall need the friendship and co-operation of our kinsmen in the great American Republic. It is good politics to cement the bonds of union between all fellows of the Anglo-Saxon race. It is very bad politics to sacrifice their interests to an alien race which has not only challenged our supremacy, but which, thanks more to our incompetency than to their own efficiency, they have taken from our listless hands, and they instead of we are supreme today on the Pacific Ocean by virtue of the Anglo-Japanese Alliance.

* * *

CIVIC DUTY—AN OBJECT LESSON

ON another page we give details of a magnificent harbor scheme which was recently submitted by Mayor J. A. Lee for the consideration and approval of the citizens of New Westminster. The point we wish to make for our readers is the example in civic enterprise that New Westminster has set to other cities in the province, and particularly to Vancouver.

The people of New Westminster have shown a proper spirit by recognizing that the responsibility of framing a harbor scheme rests with the city itself. They voted a sum of money so that through their elected representatives, the Mayor and Council, they could engage an expert to go over the ground and draw up plans, to be examined from all points of view of expense and practicability. The plans were then submitted to the government at Ottawa as approved by the City of Westminster. The plans have met with the commendation of harbor experts in the East and will receive the assistance of the Federal Government. We congratulate New Westminster on her enterprise and true public spirit.

Vancouver suffers by contrast.

In Vancouver the question of providing harbor facilities to secure a fair share of the trade that will follow the opening of the Panama Canal has assumed the appearance of a political intrigue. As far as we know at the present moment the Mayor and Council are not actively concerned in the matter.

Mr. Swan has made a report to the Federal Government and the terms of it are known to Mr. H. H. Stevens, who represents Vancouver in the Dominion Parliament. He refuses to make the contents of the report known to the citizens of Vancouver, and we think he is right. That report is the property of the Dominion Government. If Vancouver had engaged an expert of her own and drawn up a definite scheme the elected representatives of the city at least would have a right to know what was being done.

Vancouver went to Ottawa with hat in hand begging the gift

of a harbor scheme. Beggars must not be choosers, and it is possible if the Federal harbor scheme does not suit Vancouver she may be told to take it or leave it.

How much more dignified and satisfactory is the method of New Westminster!

The matter is of such great importance that it passes beyond the limits of local interest. We in this country are always asking the investor in Europe to put his money into this province, but unless we can demonstrate to him that civic responsibility is being shouldered by the proper civic representatives we cannot hope to secure his interest or to retain his confidence.

We have heard a great deal recently of the visit of a large party of prominent British financiers and manufacturers who have come six thousand miles to "look us over." At the time of writing they have not arrived at this coast.

Which city, we ask, is likely to commend itself most to their trained business minds, New Westminster or Vancouver?

New Westminster has a definite and approved harbor scheme and has submitted a bylaw to the people which calls for half a million dollars to begin operations.

Vancouver has done and is doing an immense amount of talking and has gone to the Federal Government asking that a scheme may be drawn up at Ottawa.

Vancouver has several other matters on hand in this connection that may well puzzle the visitors from over seas. She has an island close to the business section of the city which the lessee states is to form the base for a dock and wharf scheme to cost some millions of dollars. The Vancouver member of the Dominion Parliament, however, states that this island will be taken away from the present owners by the government.

Vancouver has a company incorporated to build a bridge across the Second Narrows. One week the statement is made that the work of building the bridge is to commence at once. The next week it is just as positively stated that the bridge scheme has fallen through. She has also a proposal to dam the Second Narrows which is to be discussed by the Board of Trade. (Surely the proper people to discuss that matter are the civic bodies on either side of the Inlet.)

The Canadian Pacific Railway is going quietly to work and building a system of new docks and wharfs of her own which will ensure that there will be ample accommodation for any increase in C. P. R. business, and probably some facilities to lease to other steamship lines if the Vancouver harbor scheme has not materialized by the time the Canal is opened.

Altogether, then, Vancouver has a very unsatisfactory state of affairs to explain to the European investor, whether he comes in person or stays at home and reads the financial papers.

In addition to the harbor projects of New Westminster,

Vancouver, Victoria, Alberni and Prince Rupert, there is at least one independent scheme to which the public is asked to subscribe some thirty millions of dollars.

If all these schemes are capitalized and carried out there will be harbor accommodation enough in southern British Columbia for all the shipping at present entering the combined ports of North America.

Recently Vancouver was placed in the humiliating position of having to cable to England to deny certain statements which appeared in advertisements of Mr. Pretty's scheme regarding the harbor at Vancouver. This must have produced an impression in the minds of people outside Canada that Vancouver has no scheme of her own but she is jealous of some other scheme.

The city council should have taken time by the forelock and during 1910 and 1911, if not sooner, have engaged an engineer to draw up a definite plan to submit to Ottawa instead of being content to drift into the false position in which she finds herself today.

Vancouver is behaving as if the Panama Canal had been suddenly sprung upon the public during the last few weeks, instead of it having been heralded for years as a world event of the first magnitude.

We learn on good authority that the party of British investors did not originally have New Westminster included in their itinerary. As we go to press, before the arrival of the party, we do not know whether this has been remedied or not. The secretary of the New Westminster Board of Trade at the time of writing has been informed by letter from Ottawa that he may go to Vancouver when the distinguished visitors arrive and ask them to be good enough to run over to New Westminster if they have time. It is safe to predict that some of the party at least will want to visit a city that has given the other cities in British Columbia a lead in the matter of getting after the Panama Canal trade.

This province has been greatly favored in the past by British and other investors. The Premier and others tell us that interest in our land of opportunity is higher now than ever it was in the money markets of Europe. We must see to it that this interest and confidence is not abused, and one way of doing it is to demonstrate that such important matters as harbor improvement and extension are being made the care of the elected and responsible representatives of the city.

"Boosting" through the medium of such bodies as the Progress Club and the Board of Trade is desirable and of great value, but they must be directed and assisted by the people through the civic heads of the city who are directly responsible to the citizens.

The citizens of Vancouver should be doing some hard thinking at the present moment.

Cheap Money for Farmers

MR. ALEXANDER LUCAS, who represents the district of Yale in the Provincial Legislature, has recently made a communication to the press of British Columbia in which he deals with the necessity of providing cheap money for our farmers. Mr. Lucas points out that we import $15,000,000 worth of farm produce each year and that our farmers do not produce fifty per cent. of what the people of the province consume. Agriculture is the foundation of all permanent industry and is the source of prosperity in any country. We may say, therefore, that this province is only fifty per cent. as prosperous as it should be. Our climate and soil are unsurpassed in the Dominion, the government has established experimental and demonstration farms, good roads and other means of transportation are provided and are continually being added to; the Department of Agriculture at Ottawa distributes millions of pamphlets for the assistance of farmers; there are many farmers' institutes and agricultural societies working all the time to solve agricultural problems, and yet with all this agriculture languishes in British Columbia. Mr. Lucas has put his finger on the source of the trouble in the money question.

Farmers need money to develop the land, particularly in this country, where most farmers have to start in on land in a raw state. Mr. Lucas points out that the public men of Canada and the United States have, in the past, devoted all their attention to commercial and manufacturing interests and left the farmer to shift for himself. In sowing that wind they are now reaping the whirlwind of agricultural depression, which of course re-acts on commercial and industrial propositions.

The younger and more progressive men are leaving the farm for the city, and as one consequence the cost of living is soaring. To stay this tide and to turn it in the opposite direction it is necessary to make farming pleasant and profitable and enable the farmer to take advantage of the most scientific and up-to-date methods of production and sale of their produce, and the industry *must be given the same financial facilities that other industries enjoy.*

The agriculturist must be able to borrow all the money he can profitably use, provided he has good security to offer, and he should be able to get it on such terms of repayment as would enable him to meet the payments out of the earnings of his farm.

Early this summer a royal commission on agriculture will be appointed by the government to inquire into and report on all matters connected with the improvement and development of agriculture in this province. They will find the solution of the farmer's troubles in some scheme to provide him with the cheap money that he needs.

Investigation has shown that loans for farmers to be of the greatest benefit should extend over from ten to fifty years at an interest not exceeding four and a half per cent. What monetary institution in Canada or the United States will lend money on such terms?

In Great Britain, Australia, New Zealand and France they have plans whereby *farmers can obtain money on these terms.*

In Canada the chartered banks in 1911 had total deposits of over $1,069,000,000, most of which we may say was available for trade and commerce and manufacturing enterprises, *but the banks are prohibited from lending to farmers on mortgage.*

It is reported that in the New England States there are 86,000 deserted farms that were once under cultivation. Out of 435,000 children attending schools in Minnesota only four per cent. contemplated following agriculture for a livelihood. The situation has become so alarming in the United States that bankers and business men in fourteen states have formed associations to find a solution. One firm in Chicago gave a million dollars recently to one of these associations to aid them in the work of investigation and education.

It is a matter of prime importance for the

people of this province, and indeed throughout the whole of Canada, to inform themselves as to what is being done in other countries and to agitate for immediate and adequate measures to be taken in the Dominion.

The following extracts from Mr. Lucas' paper are intended to form food for thought for our readers, who will be called upon to *assist* or to *oppose* the plans of the royal commission now being formed to deal with the agricultural needs of British Columbia.

Mr. Lucas says:

"Ireland affords a good illustration of what long term loans at low rates of interest and co-operation can do. There were about 550,000 tenant farmers in Ireland when the Imperial Government passed the act authorizing the advance which made it possible for the tenant farmer to purchase his holdings.

"The tenant farmers at that time were described as 'a shiftless, bankrupt class without hope or ambition.' In 1911 the report shows that 330,000 of these tenant farmers had purchased their holdings and it is reported that not one of them is in arrears. Co-operation under the Irish Agricultural Organization Societies, commonly known as the I. A. O. S., under the direction of Sir Horace Plunkett, has added greatly to their prosperity. They have 900 societies and 400 co-operative banks. The co-operative banks make small loans for short dates, to enable the farmers more successfully to carry on their season's work. The Irish farmer is now described as having developed into a self-respecting, prosperous business man, and agriculture as a profitable and pleasant industry.

"In France they have a plan known as the Credit Foncier system, under the control and direction of the government. The money is raised by the sale of government guaranteed bonds. This plan provides that a farmer may borrow up to 60 or 70 per cent. of the value of his farm for any term of years up to fifty. They also have co-operative banks for short term loans. The Bank of France also makes short term loans to farmers amounting in the aggregate to about $50,000,000 annually. They report that the loss by bad debts is infinitesimal, being less than in any other line of credit they give. And largely as a result of these very liberal financial facilities 90 per cent. of the French families own the houses they live in and the land they cultivate, and it is claimed that they are the wealthiest peasantry in the world. Not long ago a flotation of $60,000,000 of railroad stock was offered to the public. It was over-subscribed 32½ times. The total amount of subscriptions amounted to about $2,000,000,000 and it is admitted that about 8 per cent. of this enormous sum of money belonged to the agricultural and working classes.

"In Germany they have a plan known as 'The Land Schaften System.' This is similar to the Credit Foncier. They also have co-operative banks for short term loans. In addition to that the Imperial Bank of Germany each year loans through bankers about $60,000,000 to the farmers, without loss. In Denmark, co-operation in production and selling has been carried to greater perfection possibly than in any other country. They also have co-operation banks.

"In all the states of the Commonwealth of Australia they have systems similar to the French Credit Foncier system, and a description of how it works in one state may be taken as representative of how it works in all. Act No. 1482, passed December 24th, 1896, established this system in the State of Victoria, Australia. The act provides for the management of the system by five commissioners and an inspector-general. The commissioners issued mortgage bonds. Such bonds are guaranteed by the government. The money raised by the sale of such bonds is loaned to farmers on first mortgage in sums of not less than £50 and not more than £2,000 to any one borrower, and up to 60 per cent. of the value of the farm property offered as security. The value to be decided by a valuator appointed by the commissioners. The loans bear interest at the rate of 4½ per cent., payable half-yearly, and extending over a period up to 30½ years a sum equal to 6 per cent. on the amount borrowed will pay off principal and interest in 31½ years. The loans may be paid off at any time by paying the interest up to the date of repayment and the balance of the principal then remaining due. In some of the other states, New South Wales, for instance, none of the principal is paid during the first five years, but is repaid during the next succeeding twenty-five years. The total number of applications received by the commissioners from December 24th, 1896, to June 30th, 1911, was 9,407, amounting to a total of £4,612,955; total

number applications granted were 6,770, amounting to £2,906,515; total number of applications for which reduced amounts were offered but not accepted were 1,137, amounting to £819,165; total number of applications declined were 1,500, amounting to £705,870. Of the loans granted £1,599,858 have been repaid, leaving outstanding current loans on the 30th June, 1911, amounting to £1,306,657. As security for this sum the commissioners hold first mortgages on improved farm property valued by their own appraiser at £2,962,-445. The amount of farm property acquired by foreclosure, nil. Reserve fund over and above working expenses to provide for any possible loss, $84,768.

"On the 30th June, 1911, there were only six farmers in arrears and the total amount of arrears amounted to £68 9s.

"On the 30th June, 1900, the land under cultivation in Victoria, Australia, was 2,868,305 acres. On the 30th June, 1909, it was 4,063,801 acres; an increased area brought under cultivation in nine years of 1,195,496 acres, which is an amount almost equal to the total amount brought under cultivation in the state during the 100 years ending the 30th June, 1900. The other day nine hundred immigrants had work found for them within two hours of their arrival in Melbourne, and by reason of the credit afforded the farmers by the Credit Foncier system, seventy per cent. of the men found work on the land.

"Victoria's exports of meat, wool, butter, cheese, wheat and other products of the farm have increased from nothing until now they amount to hundreds of millions, and chiefly attributable to long term loans afforded farmers by the Credit Foncier system. All the other states have a similar system and are equally satisfactory.

"New Zealand has a slightly different plan which is very fully described in a letter I received from Mr. Thomas Wilford. He is a lawyer and financier of high standing in Wellington, has been a member of the parliament of New Zealand for about fourteen years, and has been deputy speaker for two years, and his report can be relied upon. The farming industry has increased by leaps and bounds since the introduction of the act authorizing advances to settlers. The exports of farm produce have increased from almost nothing until now they amount to ten million dollars' worth of butter, half a million bales of wool, over five million carcasses of mutton; they also grow about ten million bushels of wheat annually and other products of the farm in like proportion. His letter is as follows:

Re Advances to Settlers Act:

Dear Mr. Lucas: "You will turn New Zealand into a national pawnshop" was the cry of the opponents of the Advances to Settlers Bill when the same was first promoted, while the horrors of a country's bankruptcy and the receiver in possession were painted in lurid colors. How long ago it seems and how little such arguments would seem today; for the administration and operation of the measure has been more than successful. It has been a triumph of political foresight and judgment.

The first act became law in 1894 and a board was created to sit with a superintendent to advise and co-operate as to grants for loans. The act authorized a loan of £3,000,000 as a beginning, and provided for a maximum rate to be paid for raising the loan at 4 per cent. The minimum advance to be made was £25 and the maximum £2,500, repayable in 36 years by half-yearly instalments of 3 per cent. on amount borrowed. The maximum was raised in 1896 to £3,000 and loans were allowed for fixed period on freehold security for terms not exceeding ten years at 5 per cent.

In 1899 an amending act reduced the rate of interest to 4½ per cent. instead of 5 per cent. if paid punctually. On rural freehold, advances were authorized to three-fifths of the value of the security and in cases of leaseholds to half of the lessee's interest in his lease.

Power was also given to the board to grant loans under an instalment system on urban and suburban lands, fixing a maximum of £2,000 and a minimum of £2. On urban lands power was given to advance not exceeding three-fifths of the value of the land apart from the buildings, plus half the value of the buildings apart from the lands, and on suburban lands on half the value of the land plus half the value of the buildings, while in urban or suburban land having no buildings, half the value of the land could be loaned, but only for the erection of buildings.

In 1901 the amount authorized was lent out and the people through their representatives on both sides of the house of representatives clamored for more money for those who decided to take advantage of the provisions of the act, and in that year another million pounds was authorized. In 1903 the margin of security on leasehold lands was reduced from half to two-fifths, thus making the same terms for the leaseholder as the freeholder. In 1906 the authorizations amounted to £5,000,000 and a reserve fund of £50,000 was created, and a sinking fund, the contributions to the latter to be ten per cent. of the gross receipts. In 1907 the authorizations amounted to £6,000,000 and in 1909 a department was established embracing the whole of the government investment departments. General power was given to raise up to £1,500,000 a year, and the annual contribution to the sinking

fund amounted to one per cent. of the total capital liability at the time of payment, while such fund is to be held and reinvested in mortgages by the public trustee, a separate state department which has recently been successfully copied by Great Britain. Loans can be granted on first mortgage of lands and improved land under seventeen different forms of holdings or tenures.

No loan will be granted on a lease which provides for absolute forfeiture (without compensation) for breach of conditions or if at the end of the lease compensation is to be allowed only on certain improvements and not on all improvements.

Progress payments are made on building loans as the erections are being completed.

A fee of 10s. 6d. accompanies an application for a loan, and an officer of the valuation department inspects and reports to the board before a loan is granted. The fee for valuation depends on the amount required and 10s. 6d. is the minimum fee, and for a loan of £3,000 the fee is £2 2s. Mortgages are repayable half-yearly, payments of principal and interest combined. They may also be repaid in whole or in part at any time. This is a distinct innovation. Interest is at the rate of 5 per cent., reducible to 4½ per cent. if payable within fourteen days of the due date. Special provisions are made as to repayments during the currency of the loans and also as to readjustments. The success of the department has been phenomenal. No borrowers have defaulted up to the last returns and the resumption clauses are apparently mere matters of form. Thousands of settlers have been raised from poverty to affluence, and I make bold to say that there is no politician in New Zealand who would dream of advocating a repeal of what has been the most beneficient act ever passed by the New Zealand legislature. In fact, the subject of whether or not the act should be repealed is never discussed. I have been in New Zealand parliament since 1899 and have never heard anything but praise of the measure. It is concluded that this measure generally reduced the rate of interest for borrowers throughout New Zealand. I believe this is so. Some of those who hated the act from the beginning say that the rate was coming down anyway. Let that be as it may. I know farmers who before the act passed paid 10 per cent. for their money and more than that in some instances, and the result of the act is increased purchasing power, improved properties and contented settlers, and general all round prosperity, as the post office savings banks testify and the general tone of holders emphatically proclaims. At the end of 1911 the deposits in the post office savings banks amounted to over £15,000,000, and this with a population at that time just under one million people, with an average rate of deposit under £40. New Zealand distinguishes between Socialism and social reform and considers that as a whole the future of their fertile and great country is bound up with the prosperity of the man on the land, for its destiny, in my humble opinion, will be in the direction of agricultural and pastoral land rather than as an industrial community. Its own natural products will in the future play no small part in the trade war of the world.

THOMAS W. WILFORD.

"The Nova Scotia legislature during the last session passed a bill entitled 'An Act for the Encouragement of Settlement on Farm Lands,' which provides for advances by the government to farmers, and while I do not approve of the plan provided, it is a step in the right direction, and the act will, no doubt, be amended and made more workable at the next session of the house.

"The Saskatchewan legislative assembly have passed the following resolution:

" 'That in the opinion of this house it is expedient that the government should inquire into the question of obtaining money for making loans at a low rate of interest to farmers in the province.'

"It is also being made a public question in Alberta and Manitoba, and from what I learn will soon be so in Ontario. I believe the most important questions are how to provide money for long term loans to farmers at low rates of interest, and co-operation; these being secured, all other questions will be easy."

"Salvage"

By Alfred Hustwick

"YOU are breaking my heart, Joe —just breaking my heart." Alice Seele collapsed tearfully into her armchair and gazed sadly upon the form of her husband, huddled before her on the little chintz-covered sofa. His elbows were on his knees, his chin deep in his huge, wrinkled hands, and his eyes fixed stonily upon the floor to avoid the reproach of her look. His fingers were spread-eagled over his ears, and he ground his teeth helplessly as she spoke, between her sobs, in that quiet tone of hopeless sorrow which he dreaded, perhaps, more than anything else on earth.

"You've been home less than two months, Joe, and you've drunk up nearly all your season's savings. Nine hundred dollars that would have done so much. If you'd only quit this awful drinking, Joe, we'd have as nice a home as anybody in Victoria. But it isn't any use talking. I know you love your drink better than you love me—or baby. You'll promise me that you'll quit and then you'll go and get drunk again as soon as you get some money. Oh, my God, Joe, why can't you be a man? You're making me ashamed of you, and ashamed of myself, too."

For the first time Joe spoke. He lifted his weather-beaten face, seared with effects of weeks of heavy drinking and distorted with the effort of suppressing his emotions.

"Don't, Alice. Don't say any more, little woman. I know I'm all you call me, but it ain't goin' to do any good to roast me. You know I love you—and baby, but you don't understand. I'd do anything for you, but the drink gets me. I'm all right when I'm up on the station workin' but as soon as I get to the city and have time on my hands I don't seem able to pass a saloon. You can't understand how hard I've tried, little woman—and you don't know how your roastin' hurts."

There was such unmistakable contrition in his voice and such a despairing quality in his admission of weakness that the woman instinctively changed her attitude toward him. She rose and placed her hands on his shoulders and then, with a tenderness strangely discordant to his ears after her scolding outbreak, she said:

"Joe, my poor boy, you'll try again, won't you? Suppose you sign over your wages to me next summer. I know any of the saloons will give you credit, but if you don't come back to town with money in your pocket, maybe you won't be tempted so badly. I know you mean well, Joe, but—but you're so weak."

She felt the massive shoulders heave and fall under her palms as she spoke that last word and she realized, though somewhat dimly, that her husband was suffering such torture as she, with her stronger spirit, could never know. From contempt her feelings changed swiftly to something akin to pity as she recognized that the man, whose name among the whalers of the wild west coast was a synonym for brute strength and mighty courage, who knew nothing of physical fear, who could lift or crush her with one hand, was suffering a mental and spiritual agony against which his passion strove in vain. The devil of remorse in his soul pricked him fiendishly.

Alice Seele was long-suffering. For three years, ever since her marriage, she had spent each long and lonely summer in Victoria in anticipation of the winter, when her husband would return from the whaling station, where he was pilot on the whaling steamer Orca, and settle down to domestic routine. Each winter she had hoped that Joe Seele would withstand the temptation of the saloons, and each winter she had been disappointed. In her baby she had, however, found much consolation and,

although her sorrow was deep, she had never abandoned herself to such passionate grief as that which her husband now exhibited. It had not occurred to him, when he took her, a dainty bundle of womanliness, to fill the void of his bachelordom, that the habits of his reckless youth could strive against his love of her. Yet it had so happened and the realization of his faithlessness, his impotence, his sin against those whom he held dearer than life itself, was torture, indeed. To dream, throughout the work and watchfulness of the season aboard his vessel, of Alice, and little Ned, and the home on which he was going to complete the payments; to resolve upon a new life and a new order of things; and then to find his hopes, his dreams and his private boastings mocked and frustrated by the vampire mistress of his single days was, surely, sufficient evil for any man to fall upon. And for Joe Seele there was no kindly Sophister to blunt the lance of remorse. He was a child of nature and no school-stuffed fatalist. He sensed all things. He understood little of cause, though no effect escaped him. So his wife's words, her accusation of weakness, awoke in him a fierce resentment against that subtle influence which, in his idle moments, drew his steps to the saloon. Blood and muscle could not prevail against temptation. His passion died, and left him convinced of that fact, but somewhere within he felt a new power and a great desire to conquer his enemy. He reached upward and drew his wife down to him, cradled her in his trembling arms, and kissed her passionately before he answered her.

"Little woman," he said, slowly, looking at her with unflinching eyes, "I'm goin' to try again, and this time I'm really goin' to quit. I'll sign over my wages to you next season and I won't touch another drop as long as I live." He added, reverently, "So help me, God."

Woman-like, she mistrusted the new hope which knocked at the door of her heart.

"You promised me, Joe, oh, so many times before. And you didn't keep your promises. You were going to pay another instalment on the house and buy me a piano this winter and you—"

He interrupted, almost angrily. "I mean to quit this time, Alice. I know I can do it, if I can only get some work. It's idleness that sets me drinkin' and I'm goin' to get a job on one of the coast boats—"

"And leave me alone, again?" Her appeal was pitiful.

"It'll be best, little woman. I'll get a job on one of the Sound steamers, any sort of a job will do, and that will bring me home pretty often. And I'll earn that piano for you, Alice. I will. If I get something to do I'll be able to get a good grip on myself. I can beat this booze game if I get a good start, and work is the only thing."

Much as she shrunk from the prospect of more days of loneliness, Alice Seele knew that her husband's argument was unanswerable. Given work to do, his mind, so limited in its imaginative powers, could only compass the task in hand. It was only when idleness permitted his fancy to conceive illicit pleasures that he turned to drink. His nature craved stimulation and if he had no labor to furnish it he sought it in liquor. So she agreed that he should seek a position on one of the passenger steamers plying between Victoria and the mainland.

He talked so earnestly of his intentions that, as she lay in his arms and rejoiced in their comforting strength, her intuition told her that this new resolve was no idle promise of better things. Her husband had reached a crisis and his success or failure would assuredly be permanent. Given a fair start and sufficient encouragement she felt that he would win. An idea came suddenly to her and, without submitting it to reason, she acted impulsively upon it.

"Joe," she said, disengaging herself gently from his clasp, "I want you—to swear that you'll not drink any more." There was plain terror of refusal in her voice as she added, "I want you to swear it over baby's crib."

Every temple of the soul, no matter how time has dealt with it, has its holy of holies; a shrine of sacred thoughts and feelings before the threshold of which we tremble and hesitate. In the inner shrine of Joe Seele's temple his baby was his god; worshipped secretly, even in times of stress, and shared with his wife on those few occasions when both knew happiness. He could survive the lacerating whip of his wife's reproaches and the scourge of his own conscience when he could not look unbroken on the face of a tiny baby capable

neither of judging nor condemning him. So it is not strange that he held back, silent, somewhat shocked by the suggestion.

The woman followed up her plea desperately, knowing that indecision is the opportunity of the supplicator.

"You'll do it, Joe," she said. "If you really mean to quit drinking it's right to swear it over his crib. Don't say it's foolish, Joe. You'll always think of him when you're tempted and—and, maybe, it'll help you."

Sound reasoning it was and his unsophisticated mind could not deny its force. He suffered his wife to lead him into the bedroom to the little crib beside their own bed, in which a tiny pink face peeped out from a fluffy bundle of clothes. He looked down at that face in complete humiliation.

"Baby," he said, hoarsely, "I'm goin' to quit drinkin' and I'm goin' to do right by you and your mammy. I swear I will, baby."

His strength went from him through his eyes, his arm sought the comfort of his wife's waist and his hot tears mingled with her own as they pressed their cheeks together. Such weakness as now overcame him he had never before experienced nor could he understand it. Yet, as he wondered at the treachery of his limbs, he dimly sensed a new strength within him.

II.

Cummings, shipping reporter of the Victoria *Morning Call,* more commonly known as "Nosey Cummings" or "The Wharf Rat," kicked open the swing doors at the side entrance to the newspaper building just after midnight and shook the water from his raincoat with an expressive "Phew!" Victoria was in the grip of a winter storm and the warm breath of the heated hallway, with its close smells of ink, and oil, and paper, stroked his wind-whipped cheeks pleasantly.

"Hell of a night," he remarked as he gained the littered "editorial room" at the head of the stairs, where the city editor and a couple of general detail men were busily engaged in cleaning up the end of the night's harvest of copy.

"I should say it is," agreed the city editor, with a glance at the rainswept windows, "and I've got to walk home. Wish they'd run the cars an hour later than they do. Did you get anything about the City of Stewart?"

"Yep. Looks as if she's gone all right." Cummings spoke with professional nonchalance. "Old Capt. Sproule is having an all-night session with Lincoln and Vinnot over a raft of weather reports and charts in the coast service office. Sproule tried to talk hopefully and gave me a bald statement. He asked me not to elaborate it, but I'll have to throw in a little speculation. There's always a chance that the Stewart will get to port O. K., but it's pretty doubtful. The weather has been fierce along the west coast for over a week and the wireless haven't raised even a call from the old boat."

"All right. Make it short," the city editor admonished. "I'll run Sproule's statement in a box by itself so you'll be able to let yourself go without offending him. I want it for the front page and we're pretty crowded with telegraph stuff. Make it short."

Cummings, already at his typewriter, started the story which was to fill fifty homes with anxiety.

"Although every wireless station on the British Columbia coast has continually called her for the past three days, and steamers on the west coast have kept a sharp lookout for her, the passenger liner 'City of Stewart,' Capt. Jennings, of the British Pacific fleet, has not been heard from since she left Prince Rupert five days ago for Victoria. The 'Stewart' was making a special trip down the coast, calling at Kyuquot and Alberni, in place of the 'City of Jedway.' She was due at Kyuquot on Tuesday and at Alberni on Wednesday, and tugs from the latter port have been looking for her since.

"The weather reports from Pachena, Estevan and Triangle Island state that heavy weather has been prevalent for a week past, and grave fears for the safety of the overdue vessel, which has forty-five passengers and a crew of thirty-one, are entertained along the Victoria waterfront. The salvage tug 'Chilliwack' left Esquimalt yesterday to join in the search for the missing liner, and the 'City of Ladysmith,' which arrived from the north last night, will be sent up the coast as soon as her cargo is unloaded this morning."

Such was the "lead" to Cummings' story, couched in the homely, stereotyped phrases of the routine reporter, the simple language of the average experienced newspaperman whose emotions have disappeared and whose imagination has withered through overwork and abuse. Then followed half a column of recapitulation and speculation, in which Capt. Sproule's statement was referred to and the evidence for and against the vessel's safety was carefully mixed up to avoid a definite conclusion. You

will find its twin brother in any newspaper—the story which says everything, justifies all the conflicting opinions of its readers, and remains magnificently noncommittal.

Prominently displayed on the front page of the *Call* its heavy heading of suggestive sentences, stretching the width of three columns, caught the eye of Victoria at breakfast. Out of the thousands who perused the story that morning at least three persons found in it some promise of personal gain and those three were the Redding Brothers, proprietors of the Northern Salvage Company, and Joe Seele, pilot of the whaling steamer Orca.

Frank Redding spread the paper over his ham and eggs and read Cummings' stilted paragraphs to his brother.

"So nobody has got her yet, William," he commented, as he finished reading. "Old Sproule believes that she's gone; at least he's pretty worried about her, although I think she's safe and sound somewhere. The Chilliwack should reach Kyuquot Sound early this afternoon and if Stafford has any luck he ought to pick her up. It'll mean a few thousand easy money if he does."

While the two brothers, interested only in the possibilities of salvage and the financial gain accruing thereto, discussed the case of the City of Stewart across their well-spread table, Joe Seele was reading the news aloud to his wife as she removed the breakfast dishes in their modest dining-room.

"I know she isn't lost, Alice," he said. "I'll bet she is lyin' around Kyuquot Sound with her shaft broken or somethin' of the sort, and Jennings is holdin' onto his anchors and wonderin' why someone doesn't come lookin' for him. Jennings doesn't know the coast very much but he isn't a fool when it comes to makin' shelter."

"But they *are* looking for her, Joe. The paper says that tugs from Alberni and the salvage steamer—"

He interrupted with an impatient snort. "You don't understand, little woman. Those fellows don't know Kyuquot Sound. It's one of the worst places to make on the whole British Columbia coast. Outside of us fellows on the whalers there's only a few fellows can find their way in when the weather is dirty. We put in weeks and weeks about the place where anybody else puts in days. Those fellows that are lookin' for the Stewart are afraid to take chances. Bet I could find her—"

His voice trailed off as an inspiration entered his mind. For a few seconds he stared at the carpet in silence and then broke out in loud tones: "Yes, little woman, I can find her. I can and I will, if Sproule will give me a boat. This is where you get that piano, Alice. This is where I make good."

Before she had fully realized the import of his words he was casting aside the light clothing he had donned in anticipation of a day on the waterfront in search of employment. She dropped the task in hand to beg him not to leave her, but his resolve was unshakable. Her weak arguments were easily answered.

"If the Stewart's atop of the waters, little woman, I can get her. I know Sproule will give me a chance, and if he does, and I find her, why I'll earn more money than I could make in a season at the station. If I save the company salvage, or worse, Alice, they won't forget to make it right with me."

He had turned out a sea-bag while he was talking and she, with few more words, helped him to dress in heavy clothing. His complete confidence in his ability to locate the missing vessel and the knowledge that work was his most urgent need nerved her to separation. She could not resist a sense of pride in his great strength and courage and she reflected that success in his venture would do much to wipe out his inglorious record as a hard drinker. Here was the man she had known before her marriage—a man of giant stature and strength, ready to laugh at danger when it crossed the path of his duty, fearing nothing and yet, withal, a veritable child in his affections and dog-like in his devotion to those he loved. As he stood before her in jersey and sea-boots, his oilskins and sou'wester on his arm, he presented a picture which called up all the intensity of her love. The contrast between the seaman, ready to face the perils of the sea to save life and property, and the weak, trembling creature whom she had led to his child's crib only the night before, was almost beyond belief.

When he was ready to depart she flung her arms up to his shoulders and cried softly with her head against the cold oilskins.

"Don't carry on like that, little woman," he said, huskily. "I wasn't born to be drowned, and, anyway, this trip won't be

any worse than some we have to make in the whalers 'long about the end of the season." He hugged her to him and kissed her tenderly. "I'm going to kiss baby before I go," he went on, "because Sproule may want me to start right away. And, don't worry. If the Stewart's atop of the waters I'll bring her in."

With the baby, awakened by his kiss, fretting at her breast, she stood at the door and watched him stride through the rain until, with a last wave of his hand, he turned a corner.

III.

Closeted in his private office the superintendent of the British Pacific Steamship Co. was reading the morning wireless reports from the coast stations while Seele made his way through the muddy streets of the James' Bay district. For three days Capt. Sproule had permitted himself little food or sleep. With Vinnot and Lincoln he had poured over charts and weather reports, discussed every conceivable eventuality, and waited anxiously for news that would, were it either good or bad, end that suspense which is worse than knowledge of disaster.

"It's the wireless end that beats me," he said. "The government operators agree that she might be isolated by the mountains around Kyuquot or Nootka if she has gone into shelter or has been disabled after getting into Kyuquot. That I can understand. But how is it that the steamers which have been looking for her failed to raise a reply to their calls?

Vinnot nodded. "Her equipment is only one kilowatt and her masts are short, in spite of the extra topmasts that we rigged for the aerial. Her radius is only about sixty miles—from that to eighty miles—and it is easy to understand that she might be cut off in Kyuquot. But one of the tugs or the other vessels ought to have raised her unless her engine-room is flooded. If it *is*—"

Vinnot stopped short. He had matched his pessimism against the superintendent's hopes for two days and he did not wish to continue croaking.

"I know, Vinnot, what you are going to say. If her engine-room is flooded she's gone. I'm beginning to think you are right." Sproule's face was very pale.

"It looks that way," put in Lincoln.

Vinnot took up a pencil and traced the ragged coastline about Nootka and Kyuquot. He tapped the point on the scattered reefs at the entrance to the latter Sound. Then, as if to offset the fears his arguments had occasioned, he began again, "Of course there's always a chance—"

Sproule checked him with a gesture of impatience.

"We have wrecked and sunk and salved and saved her till we are sick of it," he said. "There's other work to do and we must get to it. Waiting is the hardest game in the world, but we've got to play it."

From the outer office came suddenly the sound of voices raised in altercation. A clerk put his head in at the door.

"Capt. Seele wants to see you, sir," he commenced, apologetically. "I told him you were not to be disturbed but he—"

"Show Capt. Seele in at once," he commanded. As the subordinate withdrew the superintendent turned a brightened countenance to Vinnot and Lincoln. *"Joe Seele,"* he said, as if he could hardly believe his own words, "and sober, too, by the sound of his voice."

Sou'wester in hand the whaling pilot came before the executive of the British Pacific Steamship Company. "I want to go after the Stewart," he said, shortly.

Sproule mastered his feelings and answered, in the low, even tones and short sentences which men respected:

"The tug Songhee is at the wharf, Seele, with steam up. She's the best tug on the coast, I've heard you say so yourself. You can go aboard her when you are ready. Take Capt. Johnson with you or leave him behind as you please. And if you bring the Stewart in on the end of a line, Seele, we'll write you a check for two thousand dollars as soon as she is berthed."

The whaling pilot stepped up to the superintendent with a beaming face.

"If she's atop of the waters, cap'en," he said, "I'm the man to find her. You'd better tell Johnson to stay ashore. He's a mighty good man and I like him immensely but—well, cap'en, I want to do this job alone."

Sproule nodded his understanding. "I'll telephone to the wharf now," he said. "If anybody can locate her, Seele, it's you," and the two men ground the blood from their fingers in an eloquent handgrip.

The superintendent turned to Vinnot and Lincoln as the oil-skinned figure hurled open the baize-covered door and strode out.

"If I had known that Joe Seele was sober," he commenced, when Lincoln interrupted him.

"Of course you would have sent for him, cap'en. We've fooled away a couple of days letting men who don't know the west coast worth a cent go after the Stewart and Seele never entered our minds. His soberness is as much a mystery, however, as the whereabouts of the Stewart."

Lincoln lit a cigar. "I feel a little more hopeful now," he announced, and the others nodded.

Ten minutes later the staunch tug Songhee slipped away from the wharves, pointed her nose around Laurel Point, headed up the snaky channel of the inner harbor and passed the lighthouse and the outer docks into the white-capped turbulence of the Strait of Juan de Fuca. On her bridge a muffled figure sniffed joyously at the salt wind and the driving rain and held communion with bliss.

Rolling like a drunken man the Songhee rounded Race Rocks and turned her bows upcoast. The flood-tide fought her persistent stem and the nasty chop of the strait burst on her port rail. The whistle of the squalls in the ratlines of her little mast, the hissing spray that splattered on her decks, the whipped clouds scraping their torn edges on the looming peaks of the frowning Olympics to port, the frantic surf snarling on the rock-ribbed shore to starboard, all spoke of the storm which rioted along the path she was to make.

Off Bentick Island the log was streamed and the mate of the tug, a stocky Nova Scotian who had served with Seele aboard vessels of the Victoria sealing fleet in the nineties, joined him on the bridge. The whaling pilot was reading the weather signs on land and water with a half-amused, half-contemptuous scrutiny, as if the threat of the elements was nothing more than a promise of mild excitement. Not that Seele underestimated the strength and cunning of the east wind. He was too good a seaman to despise such an adversary and, though he felt himself equal to its violent onslaughts and its treacherous tactics, he took proper precautions.

"Peter," he said to the mate, "the glass has made a sudden rise. That means that the wind is goin' to haul 'round to the eastward. The weather on the coast has been sou'west for a couple of days but it's goin' to switch over again before we're clear of the cape and then we're goin' to have a fair wind, more'n we want of it, and a followin' sea, with a pretty bad cross-swell to liven things up. I want extra lashin' on everything moveable, 'specially on those hawsers aft. We're goin' to bring the Stewart in on one of those if we have luck and we can't afford to have 'em go overside."

As the mate made his way down the bridge-ladder to carry out his instructions Seele turned into the cosy wheel-house and blew into the mouth-piece of the shiny, brass speaking-tube.

"Mac," he bellowed, as an answering call boomed up to him from the engine-room, "give her all she'll stand. We'll have a followin' wind outside and we ought to get eleven knots out of her if she'll stand the racket. There's a sou'wester due in an hour or two and the sea will be just hell, but we're not goin' to slow down if we can help it."

It was characteristic of Seele that his optimism, his courage, his cheerful contempt for dirty weather inspired the thirteen men of the Songhee to submit completely to his authority. That he had usurped their master's place without warning and led them, on ten minutes' notice, from the safety of the harbor into the perils of this desperate mission, would have been reason enough for them to have resented his very presence aboard the tug. But this cheery giant was no ordinary man; he was a born leader. Nearly everybody aboard knew him personally or by reputation. The mate and "Mac," the chief engineer, were old shipmates of his. The hands forward and the men of the black squad knew him as the hero of many adventures, not all of which had got into the newspapers. They believed implicitly that he would find the missing liner, for no man knew the west coast, and especially that particularly dangerous part of it about Kyuquot Sound, better than he. They were confident that he would lead them to success and that they would all share with him the glory of snatching the City of Stewart from the salvage vessels and from the maws of the sea.

Out of the southeast, as Seele had predicted, came the gale. They had left Victoria before 10 o'clock in the forenoon and by noon the strait was in torment. The shrieking wind, deflected by the mountains

of the Washington coast, tore up the wide waterway from Puget Sound and harried the waves until they broke clean over the after-deck of the little steamer. But the contours of the land robbed the gale of its greatest violence and the tug slipped along before it at a heartening speed. Just after three in the afternoon Carmanah lighthouse, its white and red woodwork gleaming faintly through the rain, showed on the nearer land to starboard. The mate, standing his watch with Seele, greeted it laconically.

"Carmanah, sir, but I can't make Flattery through the rain. It's as bad as fog almost."

Seele gazed over the port side of the bridge. The grey rain-streams were crowding so thickly over the smoking sea that the American shore was blotted out, but the increasing wind and sea showed that they were losing the partial shelter it had so far afforded them.

"Tatoosh is a little abaft the beam," he said. "This is where we get it, Peter."

IV.

And get it they did. Caught on the crest of snorting waves the stern of the Songhee was hurled, in a smother of hissing spume, toward the sky, while her bow sank deep into the trough. The north-west swell, not yet smoothed out by the gale, came inboard over the port rail. Forward, aft, amidships, the sea hammered at her decks until the weight of water seemed irresistible. It sluiced along the scuppers as she lurched and staggered, gurgling out through the wash-ports as she rolled and leaped once more upon her as she fell away into the trough. Ten times a minute her bow was flung upward by the onslaught of the sea, while the wind drove hurrying walls of black and white water over her stern. Ten times a minute the sea fell away from beneath her stem and, as she dived into the depths, her stern leaped free and described strange figures in the air, while her propellor shrieked vainly in space.

The wind, increasing to hurricane velocity, tore the smoke from her streaked funnel and chased it, in splitting wisps, ahead of her. The canvas dodgers on the bridge drummed like parchment on their lashings and picked weird strains from the taut wire ridge-ropes. Across the sky raced leaden hordes of cloud like furies, tortured and frayed by invisible violence, flinging their moisture from them in blinding sheets of rain. Racked and strained in the tumult the tug added her many-toned complaint to the storm's discordant dithyramb. On the bridge conversation was limited to shouts. Seele sent the mate, when the hurricane reached its height, into the shelter of the heated wheelhouse and, heedless of the drenching downpour, the choking wind, and the numbing cold, kept watch alone. Pacing athwart on the swaying, slippery, spray-swept bridge his keen eyes peered constantly over the dodgers, watching the alternate struggles of the bow and stern and glimpsing the land between the heavier rain-bursts. Occasionally he flung open the wheel-house door to give warning of an exceptionally wicked wave.

"Ease her off a bit, boy, never mind the compass. Now steady, steady her—that's good, hold her up again." The wheel would spin in the seaman's hands, the little steam steering-gear would rattle and groan, and the tug would ease herself over the mountainous wave and then pick her course up again.

Built and engined for the open sea the Songhee, for all her tiny size, was equal to astounding stress and strain, but in this conflict of elemental forces, her strength would have availed little without the minds of the two men who directed it and husbanded it—Joe Seele, vigilant on the open bridge, and "Mac," standing by his throttle in the engine-room, shutting off the engines as they raced, giving them full play again when the propeller found the water. Together they coached the laboring tug through the wearying hours of her fight with the furies.

Watching the foam-ridged waste of tossing water the wireless operator at the Pachena station caught sight of a tiny black speck quivering on the backbone of a huge billow. The light was failing and rain shut it out so suddenly that, for a moment, he was tempted to believe himself the victim of a delusion. With the aid of powerful binoculars he found it again in a few minutes, a curious object climbing out of a sea-valley with its silly mast and smoke-stack wagging against the scud. Again it vanished in the rain. His lips framed an expression of surprise. The operator noted the observation on the six o'clock report form in terse language which did not express the wonder with which it filled him. He

wrote: "Tug, one mast, one stack, bound north west, 4.00 p.m."

At nine o'clock that night his brother operator at Estevan distinguished a green light springing at intervals out of the ocean. Occasionally a red light joined in the dance only to disappear as suddenly as it had come. Over these spots of color a tiny white light drew crazy geometry on the black curtain of the night. The strange vision lasted but a few seconds, but as the inky darkness swallowed it the operator remembered the six o'clock report from Pachena. "Tug, bound up coast," he entered on the night form.

Seele, straining his eyes into the Stygian blackness, picked up the wheeling beam of the Estevan light, judged his distance from it, approximated his position and gave a new course to the man at the wheel. "Keep her nor'west by west, half west," he shouted, and the Songhee went two points to the north of her former course as the gear tugged at her rudder. From this time on her fate was in the hands of Seele and circumstance, for never a guiding light burned from Estevan to Kyuquot, a run of eighty miles along a rocky, treacherous coast which has betrayed many a fine ship to her doom. The big pilot left the bridge but twice in twelve hours and then only to dash into the galley for a snack of food and a huge drink of hot cocoa. With the passing of the hours and the increasing hatred of the storm his responsibilities grew momentarily greater, the physical effects of exposure more searching, the loneliness of vigil more depressing. But from his huge reserve fund of strength he drew unfailing endurance and applied himself to his task with dogged determination to succeed.

He sent the mate to snatch a few hours of sleep. "There's only work for one up here," he told the protesting mariner, "and you might as well turn in for a while. I'll want you before daylight and I'll want you fresh and fit."

At midnight the wind abated a little but only to give a fuller scope to the swinging cross-seas which boarded the tug in greater volume. Risking his life at every step a deckhand made periodical trips from the bridge to the stern, dodging the seas and clinging to a stout life-line rigged between the towing bitts and the taffrail, to read the dial of the patent log, tinkling the miles away on the rail. At each reading Seele would remove his great, wet bulk into the comparative comfort of the wheel-house and prick off the tug's position on the chart. From Estevan Point to the Kyuquot Channel on such a night as this, navigation was confined to dead reckoning and instinct. It was work for a man who was intimate with the coast and the ocean that washed it. The stranger was well advised to give the land a very, very wide berth, but Joe Seele was no stranger, and, moreover, he was in a hurry. Despite the weather he did not intend to give the salvage steamer any more opportunities than he could help.

At three o'clock the mate rejoined him on the bridge in answer to a call. Seele pointed over the port bow where the masthead light of a vessel, barely visible to the mate's sleepy eyes, was stabbing the dark with faint yellowish thrusts.

"The Chilliwack, or I'm a Sou'wegian," shouted the pilot, exultantly. "She's hove to waiting for daylight and less wind. I knew Stafford wouldn't take chances."

The mate was sympathetic. After his warm bunk the cold and disconcerting impetuosity of the wind, the stinging spray and the breaking seas, brought to his half-awakened mind a new realization of the storm's terrors.

"I don't blame him, sir. I wouldn't take chances myself on a night like this," he shouted into the ear of the other.

Seele laughed, and though the darkness hid his face and the wind dispersed the sound as it issued from his lips, the mate detected his grim humor in his answer.

"Well, this is where *we* take chances. I'm goin' to haul her in to the land pretty soon and look for the blinker."

The mate thought it would be better to hang off the Sound until daylight and tried to convey his opinion to Seele, but the latter was not open to advice. Half an hour later he gave the order to port the wheel and headed the tug closer to the land, closer to the deadly Enterprise roofs that lay, a submerged menace to her safety, *somewhere,* to starboard.

"I want to have you by the lead, Peter," he said to the mate, "as soon as we get the light. We're goin' into the Sound and we're goin' to get fog inside. It's always thick in there after a gale and if it isn't foggy it's rainy, which is nearly as bad."

A few minutes passed, a few minutes of impatience for Seele, an eternity of anxiety

for the mate, as both of them sought for the light. Suddenly it showed, a little point of luminosity occulting in the murk.

"There she is." Seele opened the wheel-house door. "Port three points," he said. "Take in the log, Peter, and get the lead ready."

With the sea boiling along her starboard rail the tug drove into the channel, smelling her way to the deep water between Rugged Point and Union Island. Capt. Stafford, master of the salvage steamer Chilliwack, hove to in the teeth of the gale south of West Rocks, watched the zig-zagging light of the Songhee running toward the Sound. He marvelled at the audacity of her captain but he gave no signal to his engine-room. He was too wise to venture where his knowledge did not serve. So he stared at the passing light as it faded into the night, and waited for dawn.

V.

Battered by mighty seas which swept her decks and even reached up to smash the windows of her pilot-house, the City of Stewart had sneaked into Kyuquot Sound on Tuesday evening with her steering-gear damaged, her saloon and port-side state-rooms flooded and the wireless aerial hopelessly wrecked. While feeling her way toward the whaling station at Narrow Gut Creek, whither she was bound, she had encountered fog and lost herself to the eastward of Leading Island. Here she had made a very complete job of it by striking an uncharted rock, ripping out a dozen plates and stripping her propellor. Thanks to her many bulkheads and her double-bottom, her pumps kept her afloat, and Capt. Jennings, worn with work and lack of sleep, had got a couple of anchors biting in thirty fathoms of water. Then he had sent the first mate, with a volunteer crew of four seamen, in one of the ship's life-boats to seek assistance. Estevan, more than ninety miles away, was the nearest wireless station and they had essayed to reach it. In the face of the prevailing storm the task had proved humanly impossible of performance and the white-faced passengers, huddled along the side, had watched the return of the half-swamped shell with its wet and weary heroes with mingled sensations of gratitude and disappointment. Twice the gallant mate had made the attempt and twice had he failed.

The engineers, with that desperation which must find expression in great effort, strove valiantly to restore the wireless aerial and to repair the broken steering-gear. In the last they were successful but being hampered by lack of material and having but an elementary knowledge of wireless rigging they were far from accomplishing their design on the air wire. Capt. Jennings, overwhelmed with responsibility and exhausted with toil, aged ten years in the four days that the steamer strained at her anchors, a lonely cripple in a lonely waste of sea and wilderness. Beneath his mask of cheerfulness he harbored gloomy forebodings of final and irretrievable disaster.

When hope was ebbing fast there came calling a hoarse whistle out of the fog. The passengers, in the sudden reaction of their spirits, wept for joy. The trembling hand of Capt. Jennings went swiftly to the cord of the liner's syren and the brass throat of his helpless vessel shrieked an almost hysterical note of relief across the grey water. Nearer and nearer came the whistle of the succoring steamer and the mass of trembling humanity ranged along the port side of the City of Stewart discerned a blurred mass in the fog which rapidly resolved itself into the outlines of a tug. The whistles were silenced, the blanket of mist damping out their echoes, and in place of their raucous voices there burst on the chill December morning a weak cheer.

Jennings, his glasses directed at the bridge of the nearing craft, made out two figures standing before the wheel-house.

"Joe Seele," he said, to the officer by his side. "Good old Joe. And on the Songhee, too. Johnson isn't with him; must have asked for sole command." Then, in a slightly broken voice, he added. "Isn't this too good to be true? The best I had hoped for was a salvage boat."

So it was that Joe Seele fought the tug Songhee up the grisly west coast in the worst storm of the winter and, running the rock-studded entrance to Kyuquot Sound at night, stole the City of Stewart from under the nose of the salvage steamer.

In the *Morning Call* Seele's part in the adventures of the two vessels was largely overshadowed by the rambling "descriptive matter" given freely by talkative passengers, illiterate firemen and imaginative seamen. From the real hero of the hour Cummings got never a word. Seele was too busy to talk when he finally berthed the battered

liner and her storm-stained salvor at the British Pacific wharves. As soon as the mate sang out, "All fast," he rang his engines off and hurried to Sproule's office.

To the superintendent he reported briefly. "I brought her, cap'en. I said I'd get her if she was atop of the waters." Sproule thanked him more with his eyes than with words as he wrung his hand. They talked for a few minutes only.

"About that check, Seele," said Sproule, as Seele was about to leave. "We'll make it twenty-five hundred, and we'll see that the men on the Songhee get something to pay them for their work. This isn't a salvage matter; thanks to you we've saved all consideration of salvage, so that the check is simply an expression of our thanks, as it were. It won't end our obligation to you, Seele, and if you need a job anytime—"

"Thanks, cap'en, but I'm not lookin' to head off another man's promotion. Guess I'll stay with the whaling awhile. It suits me—except havin' to leave the missus all summer. But if I do need a little old berth, anytime—if I do get on my beam-ends—I'll remember your promise, cap'en."

A few steps from the company's offices Seele encountered Capt. Stafford of the Chilliwack. He hailed the whaling pilot with a somewhat forced cordiality.

"Hullo, Seele. Congratulations. You beat me to it and maybe the Reddings ain't gay about it. They think I ought to have taken the same chances as you did. I told them I wasn't no bloody whaling pilot who'd been playing around Kyuquot Sound for the better part of five years. It's the way with men like the Reddings. They expect you to take chances, but they raise hell if you get into trouble. Come and have a drink."

If Joe Seele had ever felt a real physical craving for stimulation it was at that moment when his whole body ached with fatigue and his desire for sleep was almost unconquerable. Sudden relaxation from the crushing labors of three days brought him the first real knowledge of the strain he had undergone. He was surprised at the revulsion which Stafford's invitation aroused in him.

"No, old man," he said, promptly, "I've cut it out. Quit it for good. You'll have to excuse me. I need sleep and I want to get home to the missus."

He left the astounded Stafford suddenly and that worthy made haste to inform a passing acquaintance of the fact that Joe Seele had "climbed on the water-wagon." The acquaintance was at first incredulous and then inclined to scoff. "I wonder how long it will last?" he commented, with an expression of infinite wisdom.

Alice Seele met her husband at the door of their cottage. In his bearlike hug she protested feebly. "Come in, you poor boy," she commanded. "Come in out of the cold. You must be tired and hungry. I heard all about it, Joe, and I've had supper waiting for two hours. Oh, Joe, I'm *so* proud of you."

"There isn't much to be proud of about me, little woman," he said. "I got the Stewart, all right, though, and you're goin' to get that piano. Sproule is goin' to give me twenty-five hundred dollars. Think of it Alice—twenty-five hundred dollars."

"I don't want to think of it now, Joe," she said. "I want you to get your coat and boots off and sit down to supper."

They sat down at the little table, placed on the hearthrug before a glowing fire, and Seele danced the baby, which he had picked up, crowing, from its cradle.

"Your mammy's goin' to have a fine piano, baby," he told the little one, artlessly. "And your daddy's not goin' to get drunk any more. He's goin' to turn over all his wages to your mammy and—"

"Joe, give me the baby and eat something. "She took the child from his arms. For a minute there was silence. Then she spoke. "And, about your wages, Joe. You're not going to turn them over to me at all. I'm —I'm not afraid—of *anything*—now."

She kissed the baby effusively to hide the tears of happiness.

Canada and Her Banks

By Currie Love

THE first question a business man asks when he is considering an investment in Canada is, "What about the banks? Are they easy about loans, or do you have to give them a safeguarded guarantee and show them the absolute certainty of its return before they will loan you money? Are they exorbitant in their demands for interest? Are they safe and reliable? What provision have I against loss of my deposit in case a Canadian bank fails?"

One of the most notable points about the Canadian banking is the branch system, whereby a bank, with its headquarters in Montreal or Toronto, will have from thirty to fifty branches, one in each city or town throughout the country, thus forming a chain of banks, each bearing the same name, extending from coast to coast. Each of these banks has full authority to transact its own business and make its own loans; but it has all the capital of all the branches behind it, so that the branch of a bank in a small town is quite as safe as the branch in the biggest city.

The probability of loss to depositors is reduced to a minimum. In dealing with a branch bank the depositor is not transacting business with a purely local institution, managed and owned by local people, and capitalised merely to serve the needs of a comparatively small area over which its business extends, but with a single unit in a huge financial institution, with enormous capital strictly regulated by the Government, and managed by men of the highest integrity, possessed of deep knowledge of the world of finance and banking, gathered from long experience.

As a consequence of the branch system the bank can use the supply of money deposited with it by people in the East, where the supply of money is greater than the necessity for new enterprises, to finance in the West the men of small savings who are entering into business in advance of their capital, owing to the fact that there are so many people in Eastern Canada who are content to allow their surplus cash to lie in deposit in a bank at a low rate of interest.

Small, privately owned banks could have no sense of responsibility for the country as a whole, but the Canadian banks, with twenty, thirty, or forty branches, are forced to have national interests rather than purely local. Their business is to supply the borrowing wants of a nation, not of a city or district. Therefore they can no more turn a deaf ear to the small town merchant or the Western farmer than they can to the Eastern manufacturer.

It is practically impossible for a bank to fail in Canada, because all bank-notes are secured by a first lien upon the entire assets of a bank; and, since these notes are subject to daily actual redemption. The note issue of a bank is restricted to the amount of its paid up unimpaired capital.

Every chartered bank in Canada is permitted to issue notes against its deposits. These notes can only be issued for $5 and multiples of that figure. The privilege of issuing notes for smaller amounts than $5 is reserved for itself by the Dominion Government.

Every bank therefore wishes to keep its own notes in circulation, and sends back every day the notes of all other banks taken in over its counter, paying out its own notes in cashing any cheque presented. It is because of this daily redemption that Canada has never had any serious inflation of currency.

Many people think that the Canadian currency should be secured by Government bonds, but in the United States it has been proved that if the business of issuing currency against Government bonds is profitable too much currency will be the result, and if it is unprofitable too little will be issued.

Moreover, each bank is obliged to keep in the hands of the Government a deposit equal to 5 per cent. on its average circulation, the average being taken from the maximum circulation of the bank in each month of the year. This is called the Bank Circulation Redemption Fund, and should any liquidator fail to redeem the note of a failed bank, recourse may be had to the entire fund, if necessary. In order that all solvent banks may accept, without loss, the notes of an insolvent bank, these notes bear 5 per cent. interest from the date of suspension to the date of liquidator's announcement that he is ready to redeem. And all banks must stand by each other, that the depositors may suffer as little as possible.

A minimum paid-up capital of $250,000 must be deposited with the Finance Department of the Canadian Government before a bank commences business. A list of the shareholders in all banks is published annually by the Government, and this book is eagerly examined by investors to ascertain changes in the share list which might indicate distrust. Banks are required once a year to make a return to the Government of all unclaimed dividends, deposits, or other balances of five years' standing.

In Canada one seldom hears of an absconding bank official. The reason for this is that promotion in Canadian banks is slow, and goes in order of service as well as merit. The man who wants his son educated for banking puts him in the local branch very young. A beginning is made with him, and he is promoted, step by step, as his work justifies it. The bank supervises his conduct outside the bank as well as in. Let a young bank clerk become involved in a racing, gambling, or drinking set, and he is moved from the branch he is in to the head office, where he is put hard at work and kept under the personal supervision of a manager, or else moved to a branch in some small town where he will not have the same opportunities of going wrong.

Therefore, when a man rises to the position of manager in a Canadian bank he is placed there because his personal character is beyond reproach, and because he has given proof, not only of his business integrity and ability, but of his moral responsibility. The bank manager in the smaller towns is usually a man of considerable importance socially, who does a great deal towards the advancement of the town, and is interested in all public-spirited movements.

If the bank manager were not honest and capable it would soon be discovered by the bank inspector. As many as five, sometimes more, inspectors are employed by the big banks, who take an entire year to make the round of all the branches. They verify all cash, securities, bills and accounts, test the compliance of officers with every regulation of the bank, report on the skill and character of officers, investigate the quality of bills under discount, securities for loans, and value of all assets of the branch. They also report as to the growth and profitableness of the branch and its prospects. As the bank manager has already referred the most important of these matters to the executive, three different judgments are passed on the business of the bank.

At the end of every month the banks make a full return to the Government of the business during the month. These statements are published in the papers, and are open to the discussion of the public. The Deputy Minister of Finance has the authority to call for statements at any time. It would seem as if the interests of the Canadian depositors could not be guarded more closely. On the two occasions within recent years that Canadian banks have failed the depositors have not lost, and the men responsible for the failures have been brought to justice.

As for loans, the easiest thing in the world is for a Canadian business man, or farmer of recognised standing or credit, to obtain money for *legitimate* purposes. In Canada a man patronises one bank, and the manager of that bank knows all about him and his business methods. If the borrower were to try to obtain money from another bank, the manager of his own bank would be consulted before the loan was made. Loans are often made to a farmer on his own unsecured note, and, to the credit of the Canadian farmer be it said, he seldom fails to pay his note in full.

It is always possible to obtain ready money at any branch of a Canadian bank, particularly as in times of special necessity the head office sends all the currency that is needed. Therefore, the supply of currency is elastic, and is ready to expand or contract with the necessities of the nation.

The Valley of the Fraser

THIS wonderful spot contains within its enormous area, lands which probably contain more ideal locations per square mile than any other part of Western Canada. The man who has even a limited capital is bound to make headway if he is energetic, industrious, and adapts himself to the ways of the country. For the practical man with capital, who uses average intelligence, no better centre can be found, whether it be for commercial, industrial, or other pursuits.

THE DEMAND FOR FOOD SUPPLIES

This is an ever-increasing one, and when it is remembered that berry growing lands in the United States frequently cost from $1,000 and upwards per acre, the price of Fraser Valley fruit ranches is fairly reasonable, though rapidly increasing in value.

In the States the market is frequently far distant, involving a large expense in the packing and for freight charges; together with great risk of deterioration.

The Fraser Valley producer has a ready market at New Westminster, Nanaimo and Victoria.

FOOD IMPORTS TOTAL $17,000,000

A large proportion of this enormous sum of money, lost to the province to a large extent, is expended for those necessaries of life which can be most readily produced in the Fraser Valley; notably butter, poultry, milk, eggs, cheese, cattle, fresh meats, agricultural produce generally, fruit, vegetables, etc.

There is ample evidence shown by these figures that new settlers are needed, for hay (timothy) frequently sells at $20 or $25 a ton, whilst many a farmer has made from $120 to $200 an acre with potatoes—a splendid return.

It is, however, on small fruits that the largest profits are made, and experts claim that with proper cultivation the grower should produce from $300 to $750 per acre annually by growing currants, raspberries, blackberries, strawberries and similar fruits, whilst gooseberries have been known to net close on $1,000 per acre.

VEGETABLE GROWING

There is no question that celery, beet, turnips, carrots, cabbages, and indeed all vegetable crops mature to perfection in this part of Western Canada, for the "Lower Mainland," as it is frequently called, possesses a climate which seems particularly suitable for root crops.

The soil is exceedingly fertile in nearly every part of the Fraser Valley in this district, and the country is peculiarly exempt from parasites or fungoid diseases, whilst the success attained by existing market gardens makes it a matter of wonder that so few newcomers settle down to supply the demand which is ever increasing and cannot be met under present conditions.

The growing of fruit, in endless variety, is both a pleasant and profitable source of revenue for whatever is grown can be sold locally; and, that the market is never overstocked is proved by the vast sums of money which leave the country and benefit the growers of the United States.

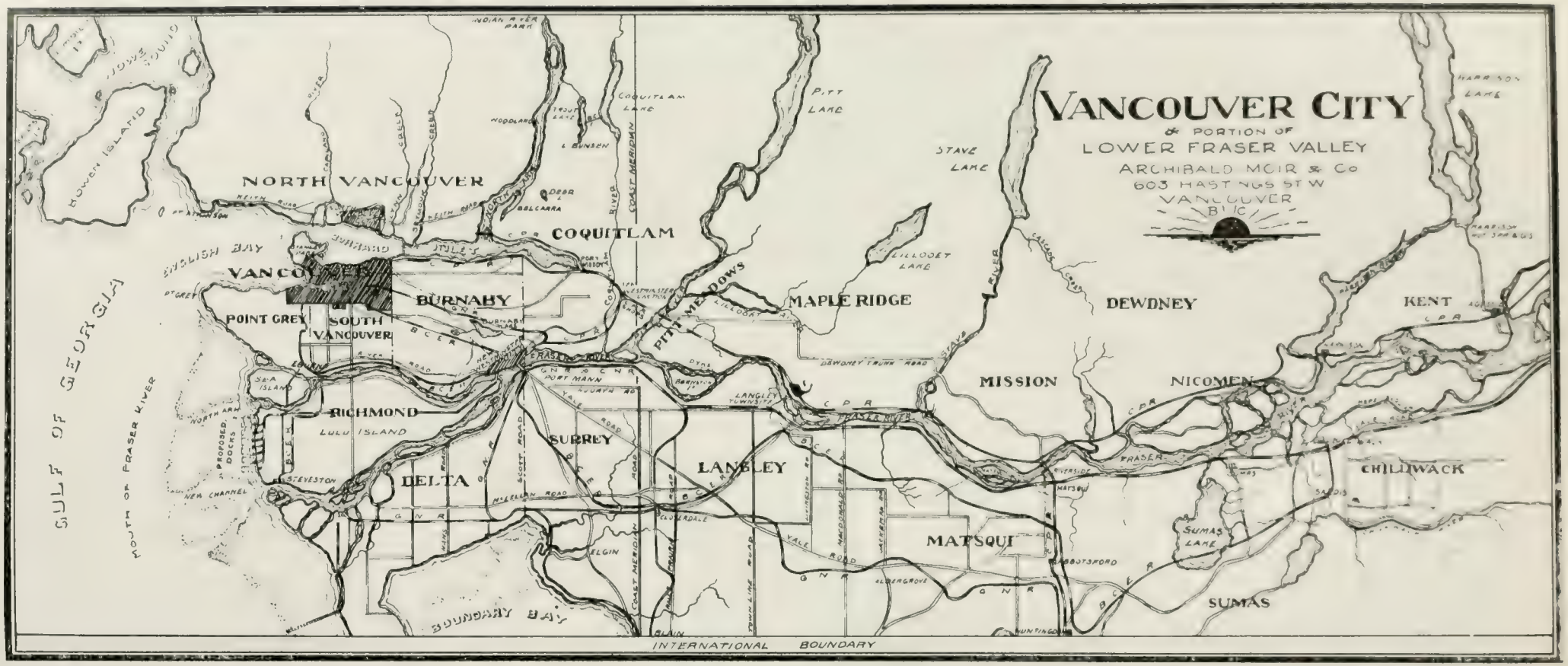
POULTRY RAISING

No part of Canada lends itself more readily to the work of poultry raising; and yet comparatively few consider their birds as a valuable asset, whereas poultry breeding for the table should be undertaken as a systematized industry. Again, the price of eggs in the coast cities ranges from 30 cents in the summer months to 60 cents and even 70 cents in December and January.

Here surely is a field open to scores of women and young people, where they can earn, with reasonable care, an assured and ever-increasing income without difficulty; for even our wild lands can, with very slight labor, be made suitable for egg production, and the cost of feed minimized thereby.

SHEEP, HORSES AND PIG RAISING

Here is a field of vast importance, for both pork and mutton are difficult to obtain in many parts of the country, whilst



THIS map, which now is published for the first time, gives the reader a most comprehensive idea of the development of the Fraser Valley. The peninsula from Burnaby to the west is the centre of population of British Columbia. It contains as many people as are to be found in all the rest of the Province. It is in this triangle that six trans-continental railroads will terminate. The work which the Dominion Government proposes to put in hand on Burrard Inlet and the North Arm of the Fraser will make these ports national in character. Burrard Inlet alone has 29 miles of waterfront exclusive of the North Arm. It is this area that will feel first and most, in Canada, the effect of the Panama Canal. The districts, the names of which are plainly marked, along the north and south banks of the Fraser River are already famous throughout the whole continent for their fertility and rich agricultural possibilities. It is impossible to study this map without realizing the rapid development which will take place in this area in the near future.

horse breeding has proved to be highly remunerative in many districts.

MUNICIPALITIES NORTH OF THE FRASER RIVER

The principal point after leaving North Bend is Agassiz, where is the Dominion Government Experimental Farm, and only a short distance from which is the famous Hot Springs and beautiful Harrison Lake. DeRoche is a growing settlement and well worthy of consideration by the new settler. Hop growing is a great industry in this part of the country.

NICOMEN

This is peculiarly adapted to fruit growing, and some of the finest pears in British Columbia are grown at this point.

DEWDNEY

This is a district of considerable agricultural development, and one which is particularly suited for mixed farming and dairying.

MISSION

Claimed to be the "Home of the Great Red Strawberry," but it is also noted for its acres of rhubarb, blackberries, and many other fruits and vegetables, of which many carloads are exported.

THE LILLOOET DISTRICT

This is a fertile and largely undeveloped area which possesses opportunities for the producer that cannot be overestimated, for the soil is rich, the climate genial, and the new line of the Western Canada Power Co. will open it up for market purposes by electric railway facilities.

MAPLE RIDGE

A municipality of wonderful productiveness; the principal settlements are Ruskin (a centre of the lumbering industry) Whonnock, Haney and Port Hammond, all of which claim superiority for the entire range of small fruits as also apples, pears, prunes, etc. These points also enjoy the unique advantage of being fishing centres and contribute to the salmon industry of New Westminster.

PITT MEADOWS

This is a magnificent pasturage district and will—with the Lillooet flats—take high rank in the history of future dairy farming, as well as in the poultry raising industry.

COQUITLAM

This municipality has been greatly advertised recently in consequence of the Canadian Pacific Railway establishing their main yards at Westminster Junction. It is situated immediately east of the city of Westminster, and is a great fruit growing, dairying and oat producing area. The Provincial Government farm is situated here—not far from the city boundary.

BURNABY

Where, four years since the provincial forest giants stood, on the northern boundary of New Westminster city, is now found miles upon miles of well-graded and macadamized streets, bordered by hundreds of comfortable residences. Like the city on which it borders, an era of progress and advancement has arisen and its advantages have at last attracted the well-deserved attention of old residents and of new settlers.

MUNICIPALITIES SOUTH OF THE FRASER DELTA

The most westerly point of the province on the mainland, is washed on its northern banks by the mighty Fraser River and on the west by the salt water of the Gulf of Georgia, whilst its southern line is that of the international boundary. It is famous for its rich alluvial soil, its productiveness in every branch of growth from hay to root and fruit crops. Its beautiful farm residences, and general aspect, entitle it to rank as the park of the Pacific Coast.

SURREY

Immediately opposite the city of Westminster is some 77,000 acres of prairie land of exceeding richness, alder bottom lands, high lands suited for cattle and chicken raising, and splendid orchard land. For three years running this district won the Dewar Challenge Shield for its exhibit at the Westminster Agricultural and Industrial Exhibition.

LANGLEY

East of Surrey is this municipality, estimated to contain 77,046 acres. The soil varies from alluvial deposit to sandy loam and clay lands, and is well adapted for dairying, fruit culture, poultry raising, etc. It has for years run its western neighbor close, and in 1911 succeeded in winning the Agricultural Challenge Shield at the annual provincial exhibition held every

October at Queen's Park, New Westminster.

MATSQUI AND SUMAS

These two municipalities are flat in character, and contain about 100,000 acres of land suitable for mixed farming, dairying and fruit growing. There are also prospects of coal, oil and other valuable mineral deposits which are worthy of investigation.

Land here is cheaper than in most other parts, but rapidly rising, now that the Canadian Northern and B. C. Electric have opened up the district.

ABBOTSFORD AND HUNTINGDON

These settlements promise rapid developments, for the G. N. Ry. and the B. C. Electric have opened them up to the market (weekly) at New Westminster, which is only about thirty miles distant, with five trains daily each way. Large quantities of fruit, roots, onions and other vegetables are grown, and dairy work is a thriving industry.

CLAYBURN

This is noted for its brick factory, and there is evidence also of coal and mineral oil in the locality. There are also many dairy farms and some fruit orchards in the vicinity.

SARDIS

The centre of the hop growing and vegetable producing district. Here, as in all the other places referred to, mixed farming and fruit growing is largely indulged in, and proves profitable in every branch. It is about sixty miles from New Westminster and has a service of four electric trains each way, daily.

CHILLIWACK CITY

In the Chilliwack Valley is a rapidly advancing centre with a population of over 7,000 in city and district. It is one of the richest areas of fruit land in Western Canada. Its wealth lies not only in fruit, but in every branch of agriculture, for oats yield to 100 bushels per acre; barley and rye 40 bushels, and root crops from 20 to 50 tons according to variety. The municipality has many points of wonderful scenic beauty; splendid trout fishing and small game shooting is easily obtainable in its 60,000 acres.

UP THE VALLEY

The new transcontinental line of the Canadian Northern Railway is already laid as far as the town of Hope (on the north bank of the Fraser), and this means the opening up of a vast area of new country to the operations of the farmer and horticulturist.

NOTICE

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¶ If your subscription has expired send $1.50 for renewal.

¶ The British Columbia Magazine is admitted to be the leading magazine of Western Canada. We are making the Province better known.

Dominion Day in the Cariboo

By A Chechaco

TWO or three years ago I was spending the summer with my brother at his ranch on the banks of the Fraser River, and to spend Dominion Day in suitable manner we decided to go up the river by steamer to Quesnel and join in the festivities there.

Accordingly we took a drive of twenty miles to Soda Creek, on the banks of the river, and embarked on the SS. Charlotte. This was on the evening of the Saturday preceding the eventful day, which happened to fall upon a Monday. We were a party of three—my brother, myself and a girl friend who had accompanied me from England.

Fortified by an excellent supper at Soda Creek, we went on board the Charlotte shortly before ten o'clock in the evening. At this hour the saucy Charlotte was timed to cast her moorings and to proceed to force her way against the swiftly-rushing water up the river towards Quesnel.

The current of most rivers in British Columbia is exceedingly rapid, and that of the Fraser River is no exception to the rule. It took us twelve hours to negotiate the sixty miles between Soda Creek and Quesnel on the outward journey, and but half that time to make the return trip from Quesnel to Soda Creek. This gives some idea of the force of the water.

As all the world and his wife were this day en route for Quesnel, the gallant little Charlotte carried more than her full complement of passengers and we could only procure one cabin, which I shared with my friend. My brother, therefore, had to make the best of things, and passed the night in the saloon with such bedding as could be derived from sofa-cushions and fancy tablecloths.

After a good breakfast on board we had a most enjoyable run up the river through lovely scenery. In some places the banks of the river are very high, and whenever deer were sighted browsing on their slopes the steamer's whistle was blown frantically to draw attention to the fact.

We so much enjoyed our journey that we were quite sorry when Quesnel came into view, which happened about mid-day. We were more so later on.

Although Quesnel looked attractive enough from the steamer, with its low, wooden houses perched high on an elevation above the river, there was at that time a lack of comfort in the hotels which rendered the place hardly adapted for ladies.

My brother had taken the precaution of telegraphing from Soda Creek, before starting, for rooms, by which means he hoped to secure some for us,—but alas! "The wisest plans of mice and men gang aft agley." It appeared on arriving that there were no rooms reserved for us that day in Quesnel. The telegram had arrived after every room had been engaged.

After sitting for some time in the parlor of the Occidental Hotel, watching our fellow-passengers with envy as they were called away to take possession of their different locations, and wondering if it would not turn out to be a case of camping for us, a damsel appeared and showed us all into a bedroom adjoining the bar, which she thought would suit us very well. My brother informed her politely that *one* room was slightly inadequate and also that this room was not suitable for any of us, as there was likely to be too much noise in the evening when things got lively in the bar.

After a long interval we were conducted up the street, and at length found shelter at the Cariboo Hotel, where they actually provided us with a room apiece.

By this time we had almost forgotten it was Sunday, but later on we heard it remarked that there was to be a service at the little church, as there was a preacher in town, so thither we repaired. The church was crowded, and the preacher took as his

text, "Enter ye in at the straight gate," and the sermon was of no undue length.

The next day we awoke to a perfect summer's morning and a cloudless sky. All the day long there were foot and horse races, and a shooting match in the morning.

That morning we indulged in a longer time than usual between the sheets and did not breakfast until nine o'clock—an unusual hour in British Columbia, where all the world seems to breakfast at 6:30 or earlier.

The races were run amidst a motley crowd of ranchers, miners, Indians, half-breeds and Chinamen, all agog with excitement.

To us they were not very interesting and the steeds looked sorry indeed, but as the race-course was the main street of the town it was practically impossible to miss seeing them. The worst race was the "slow timers," when two of the most unhappy-looking and lamest horses I have ever seen were brought out and well belabored before they would run at all. The riders in this case were of Asiatic origin.

After the horse races were over the foot races began. These were run on a high grass plateau above the river and between it and the main street, and were even less interesting than the horse races. After dinner there was another race to be run. This, for some reason or other (probably the main street had proved too restricted), was to take place some two miles away, and every sort of conveyance was brought out, and all the people began clambering in to get there in time to see the race. How it was run and who won I know not, except that I have some vague idea that a Chinaman was victorious.

The day ended with a dance in a bare room with uneven floor, and to the walls of which still hung the dusty fragments of Christmas decorations, and whose windows were shrouded in dingy-looking flags. A gramophone provided the dance music. About ten o'clock a few ladies wended their way in and seated themselves, grumbling because the men did not make their appearance, whilst the gramophone buzzed on unsympathetically.

At last the engineer of the Charlotte appeared, bearing a paper bag of French chalk, with which he sprinkled the floor. Now, everyone's hopes revived, and sure enough, several men appeared.

During the time of waiting it was considered (as I suddenly realised with astonishment) a privilege to sit by me, because I was a "chechako" (stranger) from the Old Country. The ladies asked each other for this favor, and enlivened the time by entertaining me with various items of news —how "Mrs. Brown *did* look cross, but no wonder, as her husband had taken more than was good for him and had had a 'scrap' with her brother, so he could not bring her to the dance, his beauty being spoiled"; and "would you ever imagine that man and the lady in the pink blouse were husband and wife? Why, yes, he married her, a widow with four children, when he was only seventeen. What does he do for a living? Why, just anything that comes along. At present he works on the steamer."

By this time the room was rapidly filling and men, fresh shaven, with stiff collars and black coats, and ladies in high-necked muslin dresses, began to disport themselves to the anything but dreamy music of the waltz blared forth by the gramophone. Quadrilles also formed an important part of the program. They were danced whilst the master of ceremonies, whose loud and raucous voice was heard high above the buzzing of the gramophone, shouted directions from the platform: "Fling your lady opposite," "all promenade."

I once went to a dance in the winter with the thermometer marking forty degrees below zero, and every time the door was opened the outside air rushing in filled the room with fog, so that it was impossible to distinguish anyone on the other side—but that is another story.

Here in the West the dancing would have put many a ballroom in the East to shame. These miners and ranchers, with their grace and agility, were a pleasant sight to look upon, as were also their partners in their fresh-washed muslin dresses. My brother and I, being merely onlookers at the dance, and not participators therein, left the ballroom while the night was yet young. The next morning we were told that dancing had continued until 5 a.m., and that everyone had enjoyed themselves immensely. While we were having breakfast the supercilious "biscuit-shooter" (waitress), who had made such a futile

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effort to find us sleeping-quarters the day before and practically thrown our food at us at supper-time, appeared, no longer haughty, but with a very weary air, and quite ready to furnish us with an account of the dance—she had been one of the most energetic of the dancers.

So ended our very agreeable trip to Quesnel, and as the steamer was to leave at mid-day we hastened to make some necessary purchases whilst stores were at hand.

There were two—Mr. Reid's and the Hudson's Bay Company's Stores—both of which supplied almost everything one could mention, from scrubbing brushes and artificial flowers to "chaps" and overalls, scented soaps and French perfumes, such as Indians love. In these stores there were groups of Indians, some standing, some sitting on the floor and smoking, awaiting their turn to be served, and quite happy to wait there all day in their usual lethargic manner.

They made picturesque figures with their dark, sullen faces, bright neck-handkerchiefs and broad-brimmed hats, and the women with their brightly-colored petticoats and thick black hair.

The shopping over, we wended our way to the steamer, and soon after were joined by other passengers, some of whom arrived breakfastless, having risen late after the fatigues of the dance.

The steamer now commenced her voyage down the river, and we arrived at Soda Creek some six hours later after a Dominion Day's trip which we thoroughly enjoyed and are never likely to forget.

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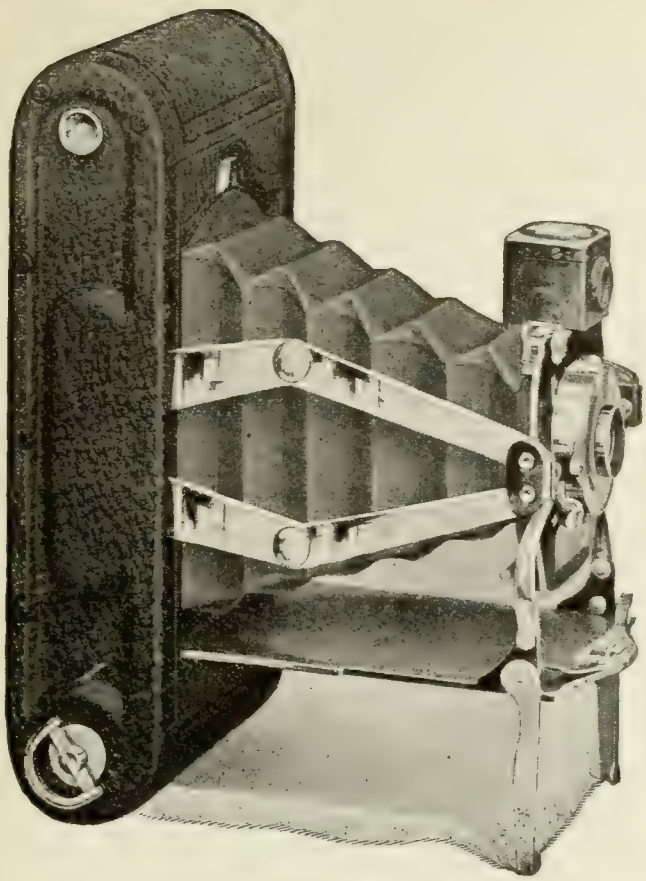

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The WEEK is the fixed Cycle of Time UNIVERSALLY convenient, now regulating the CIVIL affairs of ALL NATIONS

Membership Fee $1.00, to organize and carry the Reform into effect on the 1st Jan. 1917, when the year can best begin with the Week.

The proposed PERMANENT ALMANAK with MONTHS of 4 WEEKS is the WORLD-WIDE NEED most EASILY MET. All investigators agree that fixed week-day names should be applied to each date in the year, and MONTHS end with the WEEK, but some European advocates (who have weekly pay days), fail to realize the greater need for equal months of 4 weeks in America and other rapidly developing countries where work and pay is mostly by the month, and consequently equal months are more required

Next to the day, the Week is the most useful measure by which our home, business and public affairs are fixed. It is the supreme factor in Almanak Reform.

The American people can exert sufficient power to speed the wheels of Almanak progress in both their State Coaches, and the old Chariots of European Nations.

To secure the fullest convenience through permanent months and years, it is necessary that our weeks should subdivide months into 4 equal parts and fix one length of 28 days for all—without breaking into parts of other weeks as we so confusingly do now

No two months are alike in earning or spending time during either the present or past year, because their lengths and day names for each date vary, yet we pay by months, but have no uniform measures for them We need a monthly measure.

Consider the many needless worries and references to Almanaks caused by months varying between 28 29, 30 and 31 days in length, when by simply deciding on months of 4 weeks each we could know exactly what a month measured, and our CLOCKS AND WATCHES COULD AFTER 1916 CONSTANTLY SHOW US BOTH THE DAY OF THE WEEK AND THE DATE OF THE MONTH.

After we then make this operative, it will FOREVER become a costless but ever increasing DAILY BENEFIT to EVERY HUMAN BEING. YOU will be PLEASED by its convenience EVERY-DAY. No more daily worry to find what DAY of the WEEK or MONTH is passing, nor whether an appointment or bill date will fall on Sunday, nor clash with your Tuesday or other fixed weekly engagements Fraternal and other regular society meetings, if on Wednesdays, would, when Weekly, always be on the 4th, 11th, 18th and 25th, or Bi-weekly on 11th and 25th, or Monthly say 18th

We should for the first time derive a true and permanent idea of the month, and save many business men from Bankruptcy, as some now fail to meet their payments for goods ordered during a 31-day month when 28 days or five Sundays occur in the following month Our erratic Almanak causes many such troubles, especially amongst poor people, who are increasingly forced to resort to money-lenders and pawn-brokers during the ends of months containing 5 Saturdays, to obtain money for the extra Rent, Food, etc., they have to provide for the coming week, out of the wages they received for the previous 4-Saturday month.

LADIES will be delighted, as they will never again have to be worried by having to spread out the small months' allowance over the 5th week-end, as 4 weeks' pay will regularly provide for 4 weeks' expenses (not 4⅓ weeks as now in 31-day months) "AT-HOME DAYS," or Social Evenings, instead of being on say the moveable "1st Wednesday," will be known by the simple "4" daintly placed in the right corner of visiting cards.

Those CLUMSY MONTHS.—The cause of our having 28 days in February and 31 in August (a difference of 11%—though we pay the same salaries for each)—30 in Sept., 31 in Oct., 30 in Nov. and 31 in Dec. since 28 B. C.—during 1939 years; was that to *gratify the VANITY of Augustus Cæsar*, then Roman Emperor. August was named in his honor, but as it had only 30 days, whereas July named after Julius Cæsar, his great predecessor, had 31, Augustus robbed little February of a day which he added to make his own month August 31.

That gave July, Aug. and Sept. 31 days each, making 93 days in the 3rd quarter of the year, then contrasted with 90 days in the first 3 months, Public complaint arose, *so Augustus to sustain his pride and avoid publicly acknowledging the superior merits of Julius Caesar's better plan* transferred a day each from September and November to make the 31st October and 31st December, whilst ignoring the public inconvenience which he perpetuated by leaving only 90 days in the first 3 months of the year. Thus the vanity of Augustus inflicted those anomalous months on humanity these 1939 years past.

WHY SHOULD WE CONTINUE THOSE CAPRICIOUS and IRKSOME JUMBLES of UNEQUAL MONTHS and QUARTERS any LONGER?—when we can so easily (almost imperceptibly) glide out of them as the year 1916 expires—5 years hence—and ever afterwards daily enjoy those great time recording facilities we can then derive by applying the perfectly equal and most useful permanent MONTH of 4 WEEKS to be quartered by the WEEK now regulating all the Business and Social Arrangements of every Nation.

EASE WITH WHICH THIS BENEFICIAL CHANGE CAN BE MADE.

To prevent national, newspaper or personal rivalries and religious jealousies, as to precedence, etc., from retarding Almanack Reform, the generous offer by the impartial Swiss Government to assemble a Conference from all nations, has been cordially accepted to unite the best interest of all.

The INTERNATIONAL CONFERENCE now being called for 1912 by the SWISS GOVERNMENT, is being responded to by all the great nations, whose Governments will send representatives, who will duly consider the various proposals, and then make recommendations for International concurrence.

Each country will later legislate when their people shall adopt the revised permanent Almanak, as such nations as the Chinese may not be fully prepared for this Reform by 1917. Bills now before the Legislatures of the British, German, French, Russian, Japanese and other Legislatures are being considered to expedite its adoption

Finally the fixed Almanaks will be printed during 1916, ready for use from 1st January, 1917, so that there will be no inconvenience—Nautical Almanaks will be printed earlier. Increased convenience and greater ease for everybodys' enjoyment will result.

The change will operate as easily as when February in 1914 will so exactly fit in its 4 weeks which we propose to apply as the "Standard Month" to regulate all future time.

We are not proposing to apply a month that has not been tried We advocate the February 28-day month which experience has proved is the best for all

The immediate need is for subscriptions to provide for the cost of nationally and internationally developing public opinion, especially throughout America by Lectures, etc., together with the Printing and Issue of Literature through the Press, Magazines and Correspondence, now so necessary to ensure the 4 week month becoming effective, Jan. 1st, 1917.

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¶ At the foot of this advertisement you will find a coupon---waiting for your name and address.

¶ We want you to fill it in, and send or bring it to us---so that we may give you a handsomely illustrated booklet dealing with Grandview Heights.

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I have for sale some first-class properties in Central British Columbia, and amongst them have the following:

35,000 acres Naas River
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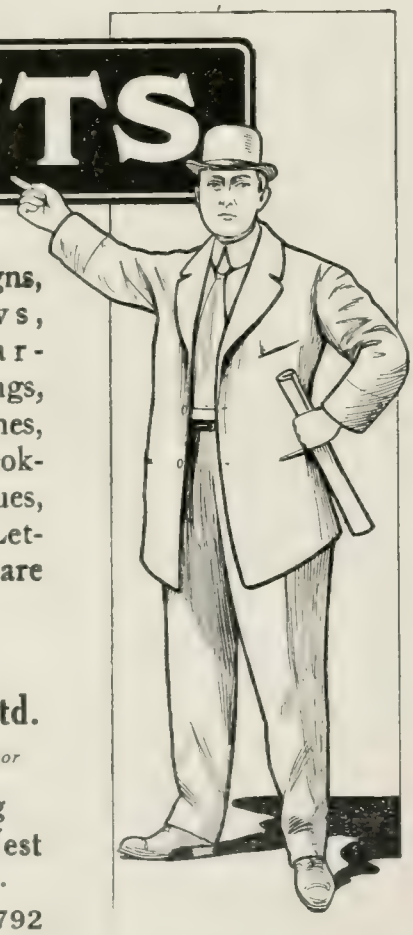

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A city of law and order, peace and prosperity.

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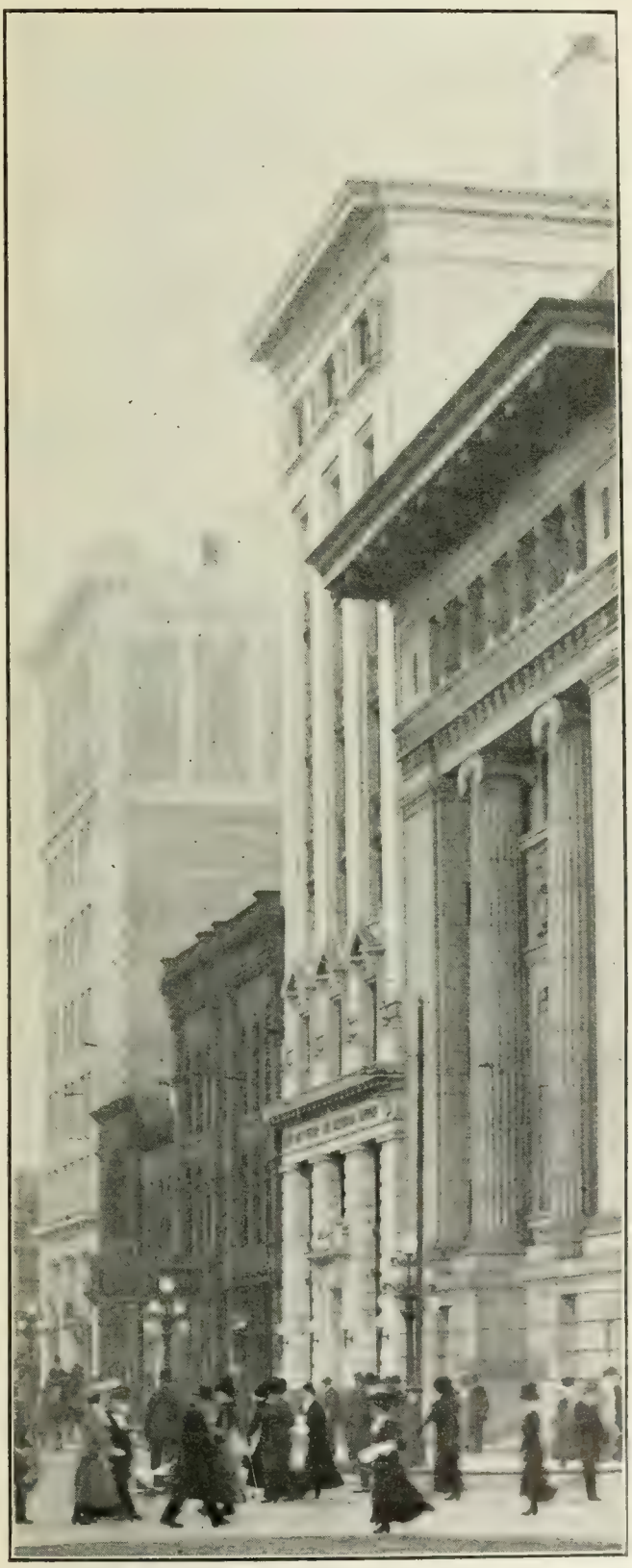

A Busy Financial District in Vancouver

BANKING FACTS

As a financial centre Vancouver is rapidly assuming a most important position in Canadian money matters. For the five years ending December 31, 1910, Vancouver bank clearings increased 410 per cent. There are sixteen chartered banks in the city with fifty-seven head offices and branches. There are under construction at the present time two handsome bank buildings, both situated on Hastings Street; a six-storey building for the Molsons Bank, and a three-storey building for the Merchants Bank.

BANK CLEARINGS

1910	$244,988,818
1911	543,484,354
1912 (five months)	251,925,333
Week ended June 15, 1912	12,800,239

MANUFACTURES

Manufacturers will find unlimited opportunities to engage in money-making enterprises in Vancouver. There are two electric companies in the competitive field supplying light and power at a small margin of profit. Opportunities for the handling of raw materials and finished products by water and rail transportation are unexcelled. There is absolutely no civic taxation imposed upon buildings, improvements or stock.

INDUSTRIAL SITUATION 1911

Factories within city limits	92
Workmen employed	8,201
Gross output	$15,566,575
Total investment to date	$16,116,802

Let us send you particulars of the wonderful possibilities of Vancouver and British Columbia. Write Department C.

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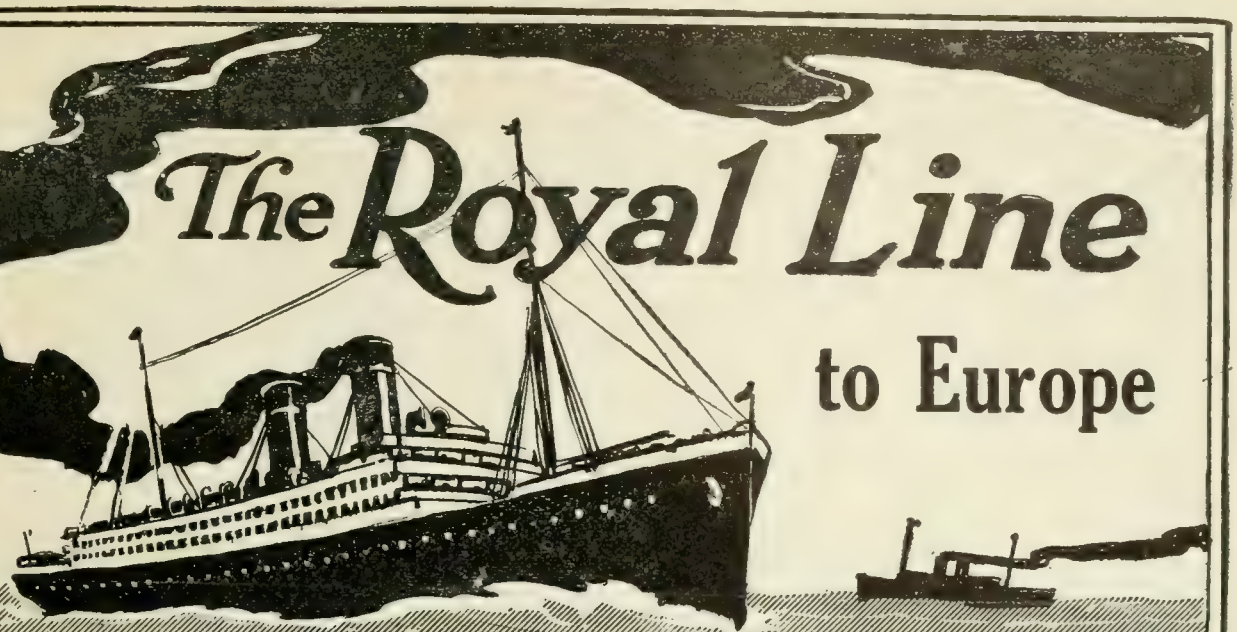

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invigorating cup of coffee out of anything but good coffee any more than you can make a silk dress out of cotton cloth.
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PACKED IN ONE AND TWO POUND CANS ONLY
CHASE & SANBORN
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The O-P-C suspensory is made to conserve vitality.

It saves a waste of nerve force and adds it to a man's capacity.

It makes men often twice the men they were.

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Learn how this simple comfort makes one tireless and alert—multiplies one's energy. These are facts which every man should know. Write now.

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Is pleasing many women. It enables the housewife to broil as well on the New Perfection Stove as over a coal fire

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It is such a convenience all the year round. It will bake, broil, roast and toast just as well as a regular coal range.

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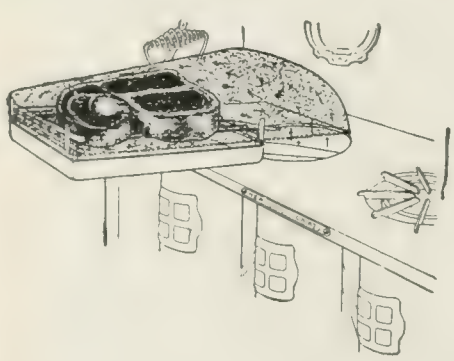

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When the stomach becomes weakened, the digestion of ordinary food becomes only partial, and at times is painful, little of the food is assimilated, and the body is consequently insufficiently nourished. This is where Benger's Food helps. It contains in itself the natural digestive principles, and is quite different from any other food obtainable. All doctors know and approve of its composition, and prescribe it freely.

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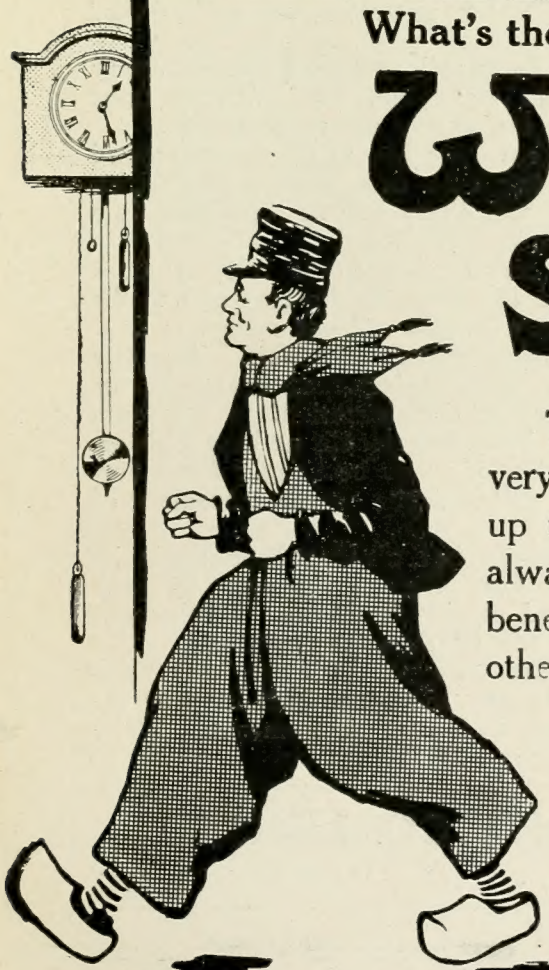

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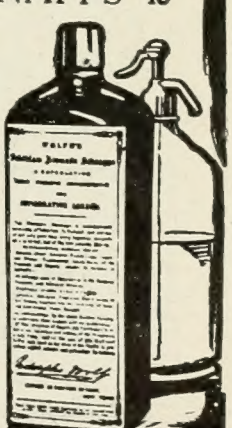

Agents:—

The HOSE & BROOKS CO., Ltd.,
504 Westminster Avenue,
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Grand Trunk Pacific Contractors Are Now Working East and West of FORT GEORGE, British Columbia

Three years ago Fort George was a lonely fur-trading post, away over beyond the far edge of civilization. The Hudson's Bay factor and his assistant were the only two white people living there.

The townsite was a primeval forest, through which not a trail had been cut, and outside the boy readers of Ballentyne's tales, a few big game hunters, and curious readers of government Indian reports, hardly anyone had ever heard of the place.

Today, Fort George is known in every section of Canada and the United States. Investors from Mexico to Maine have secured property there.

Though it is over 300 miles from a railway and everything had to be brought in at very heavy cost, Fort George has today a population of well onto 1,000 people, and every man and woman is as confident of the city's future as they are of tomorrow's sunrise.

Streets are cleared and graded, scores of stores and residences erected, the town has post and telegraph offices, water and telephone systems, a live newspaper—*The Tribune* (it will be issued as a daily next month), a hospital, a board of trade and all the other signs of a prosperous, growing, hustling community.

All this has taken place within three years, and while the place was 300 miles from a railway.

Why have these hundreds of people gone into Fort George? Why have hundreds of others invested there?

Because Fort George is going to be one of CANADA'S BIG CITIES—THE THIRD CITY IN BRITISH COLUMBIA.

"But why Fort George rather than a dozen other inland points in British Columbia?" you ask.

Because Fort George is THE TRANSPORTATION HUB OF BRITISH COLUMBIA'S INLAND EMPIRE.

Eleven hundred miles of natural waterways focus at Fort George, west, northwest, east, southeast, and south, these great rivers, the Fraser, Nechaco, Stuart, and their splendid connected lakes afford communication in every direction.

Across a gentle rise, eight miles from the Fraser, is Summit Lake, the headquarters of another great waterway system—the mighty Peace, draining a region of unequalled fertility, and bigger than the states of Washington and Oregon combined.

Fort George sits at the centre of these waterway systems, and all the traffic on these waters is tributary to Fort George.

That is the first reason.

The second is equally weighty. EVERY RAILWAY IN BRITISH COLUMBIA'S INLAND EMPIRE WILL PASS THROUGH FORT GEORGE.

There is no guessing about it—they MUST.

Why? Because in a mountainous country like British Columbia, the railways must follow the streams to get good grades.

Twelve railways are at present chartered and building into this section of British Columbia, and every one of them goes into Fort George.

Today, construction gangs are at work close up to the town, to the east and to the west. Fort George's citizens expect to hear the locomotive whistle this fall. The city is growing more rapidly than ever with the advent of cheap transportation. In five years there will be 25,000 people at Fort George. Property that can now be bought for a few hundreds will then be worth thousands of dollars.

Much money has already been made by buyers of Fort George property by both citizens and outside investors. Much more will be made by those buying now.

If you are wise you will get busy right away. We can help you, both in your investigations and your investments. Write today to the

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Act now, before prices are forced up by further developments.

Call and get our booklet—it will interest you. If you can't call, use the coupon. Make up your mind and do it now.

Dominion Stock and Bond Corporation, Limited

Winch Building - Vancouver, B. C.

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Name .....

Address .....

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